

4334-349

SCANNED BY ACL

2006

00081653

GP-100-SU-OP-S

19 May 1944

Berlin Completed

RETURN TO

HQ USAFHRG

MAXWELL AFB AL 36112-5578

OFFICIAL BUSINESS

GP-100-SU-OP-S

19 MAY 1944

BERLIN X

COMPLETED.

SCANNED BY ACH

2006

66081653

175

4334-349

MICROFILMED

P.R.C.

DECLASSI  
DOD Dir  
By AFSH  
Date:

DECLASSIFIED  
DOD Dir. 5200.30  
By AFSHRC  
Date:

MISSION NUMBER 175  
DATE 19-MAY-1944

MISSION FOLDER CHECK LIST

1. Warning order, field order, annexes;

Target maps and illustrations:

Briefing Information: a) main & gunners' briefing,  
b) camera installations  
c) duty officer check list,  
d) lists of admission  
e) crew lists.

2. Formation chart;

Interrogation forms;

Combat forms and a) letter of transmittal

b) letters re evaluated encounters, S-2 & 3 B.D.

3. A/C returning early;

Hot news

Operational statistics ( Telephone report );

Operational narrative;

Intelligence narrative;

A/C landing away;

PRO reports;

Miscellaneous reports: a) equipment malfunctions,  
b) crew comments,  
c) battle damage,  
d) sortie information  
e) statistical flak forms,  
f) flak reports;

Missing a/c and missing crew reports.

4. 3rd B.D. flash report, and narrative teletypes;  
Strike photos, raid assessments, BCNO, etc;  
Statistical work sheet;  
Mission folder check list.

Material is placed in the folder in this order; material mentioned last is on top.

**RESTRICTED**

**AUTH 8th Ftr C. Mm**

**Ltr of 14SEPT1945**

**Date SFD 19 1945**

*J.D.S.*

OPERATIONAL STATISTICS.....PT Berlin

ST Rostock

LR Kiel

OP

DATE

19/5

HI  
100 B6

GROUP

1420

HRS.

24,700

ALT.

20

1420

24500

390-B B6

HI

GROUP

1420

HRS.

24,300

ALT.

LOW 1420

24000

PILOT	SQDN	A/C NO.	LOADING	TARGET			CASUALTIES				BATTLE DAMAGE		JETTISONED	BR'T BACK	REMARKS
				PT	OTHER	OTHER	K	W	M	R	SERIOUS	SLIGHT			
100th Group															
Lt. H. E. Bethea (SP)	418	7090	5x1000										5X1000	5306 0213	5310 0250E #4 ENGINE OUT
Lt. S. D. Eichen	351	936	"	5X1000											
Lt. J. A. Evans	418	065	"	5X1000				12W			X				
Lt. R. D. Horne	349	607	"	MISS	ING										
Lt. H. N. Jespersen (SP)	349	095	10x500											10X500	5307 0300 NO VACANCY
Lt. J. P. Keys	349	723	5x1000	5X1000							X				
Lt. R. F. Lischer	418	087	"	5X1000											
Lt. S. T. Major	418	306	"	5X1000				12W							
Lt. J. E. Massol	351	047	"	5X1000							X				
Lt. G. W. Bake	351	126	"	5X1000							X				
Lt. R. G. Roeder (SP)	349	347	"	5X1000											
Lt. G. L. Roth	418	175	"	5X1000											
Lt. W. A. Ryan	418	071	"	5X1000								X			
Lt. L. E. Townsend	349	230	"	5X1000							X				
Lt. B. Williams	418	011	"												
Lt. M. V. Wilson	349	987	"										5X1000	5340-0332E Pilot sick, Blount, 76 minutes out	
Lt. C. W. Woldt	351	007	"	5X1000									5X1000	5200-0140 OXY. LINE BTY RWG BROKE	
Lt. E. W. Wolf	351	807	"	5X1000											
Lt. E. Zapf	351	767	"	5X1000											
COMPOSITE															
Lt. G. A. Brewer	350	095	10x500	10X500											
Lt. K. J. Dille	351	018	"	10X500											
Lt. J. P. Gibbons	350	621	"	10X500											
Lt. L. G. Lacy	351	389	"	10X500											
Lt. F. J. Malooly	350	534	"	10X500											
Lt. J. B. Noble	350	903	"	10X500	15-6 minutes over land										
Lt. D. S. Pearson	350	611	"	10X500											
Lt. J. P. Rogers	350	807	"	10X500								X			
Lt. M. D. Ruppert	350	049 H1	"	10X500	10X500										
Lt. E. J. Siewert	351	530	"	10X500	MISSING										
Lt. R. A. Wegrzynek	350	009 15	5X1000												
Lt. L. L. Williamson	350	941	"	10X500									5X1000	UNABLE TO CATCH FORMATION-5304-0151E	



4B7A-2-2(24-7-43)

When re-mimeographing, make no changes.

MISSING A/C REPORT

42-38191 191  
A/C No. ~~049~~ Squadron 350 Group 100 Date Missing 19/MAY/44  
Pilot LT. M.D. RUPPERT 10 Ball T. Gunner S/sgt. C. J. MCNEER 9  
Co-pilot LT. J. J. RARING 12 TT Gunner T/sgt. H. H. COLE 9  
Navigator LT. G. R. JAMES 9 Tail Gunner S/sgt. W. P. HOHMAN 9  
Bombardier LT. L. H. BARBOUR 8 RW Gunner S/sgt. T. E. HICK 10  
Radio Operator T/sgt. R. B. HAWK 9 LW Gunner S/sgt. C. L. HASWELL 4  
Observer

Target BERLIN

Position of A/C in Group: (Circle on diagram) →

Position of Group in Formation: LOW, 13A CBW

How many chutes were seen? 6

Was A/C lost to: Fighters; AA Fire; Aerial Bomb; Collision; Other:

Where did A/C sustain initial damage? 54 35-1110 E

Where was A/C last seen? 54 35-1110 E

How many previous raids made by crew? (by memory)

Date of last P/W briefing? (Approx.)

4/26/44

Give a complete narrative citing all known facts not covered by the above questions, using reverse side if necessary. If weather was contributing factor, describe briefly.

A/C # 049 was shot down by E/A on their first pass through our formation. Went down under control circling to right. Six chutes came out as A/c went down. When last seen all props were turning and there was no smoke coming from the A/c.

When re-mimeographing, make no changes.

175

MISSING A/C REPORT

A/C No. 37807 Squadron 360 Group 100 Date Missing 19/MAY/44

Pilot LT. J.P. ROGERS 11 Ball T. Gunner S/sgt. R.E. GATELY 8

Co-pilot LT. R.B. LAWLER 10 TT Gunner T/sgt. D.L. KENDALL 10

Navigator LT. F.A. MEAD 10 Tail Gunner S/sgt. A.R. FIORE 10

Bombardier LT. B.C. LIBERMAN 10 RW Gunner S/sgt. C.W. BROOKS 10

Radio Operator T/sgt. T.S. GURAWSKI 10 LW Gunner S/sgt. C.F. CHERRY 10

Observer

Target Berlin

Position of A/C in Group: (Circle on diagram) →

Position of Group in Formation: LOW, 13-ACBW

How many chutes were seen? NONE

Was A/C lost to: Fighters; ~~AA Fire~~; ~~Aerial Bomb~~; ~~Collision~~; Other:

Where did A/C sustain initial damage? 5433'-1105E

Where was A/C last seen? 5417-0551E

How many previous raids made by crew? (In parenthesis by names)

Date of last P/W briefing? (Approx.) 4/18/44

```

      1
    3 2
  1 4 1
3 2 6 5 3 2
  4 4 5
(6) 5 6 5

```

Give a complete narrative citing all known facts not covered by the above questions, using reverse side if necessary. If weather was contributing factor, describe briefly.

A/C # 807 had #3 engine damaged by a 20 mm shell from an E/A near 5433-1105E. Ship began to struggle. Pilot was heard on VHF saying he had only 1 engine and was ditching at 1632. The position was approximately 5417-0551E.

437A-2-2(24-7-43)

When re-mimeographing, make no changes.

175

MISSING A/C REPORT

A/C No. 37807 Squadron 350 Group 100 Date Missing 19 May 1944

Pilot	Lt. J. P. Rogers	(11)	Ball T. Gunner	S/Sgt R E Gately	(8)
Co-pilot	Lt. R. B. Lawler	(10)	TT Gunner	T/Sgt D L Kendall	(10)
Navigator	Lt. F. A. Mead	(10)	Tail Gunner	S/Sgt A R Fiore	(10)
Bombardier	Lt. B. C. Liberman	(10)	RW Gunner	S/Sgt W. W. Brooks	(10)
Radio Operator	T/Sgt T. S Guralski	(10)	W Gunner	S/Sgt C. F. Cherry	(10)

Observer

Target Berlin

Position of A/C in Group: (Circle on diagram) →

Position of Group in Formation: Low, 13th A C.W.

How many chutes were seen? None

Was A/C lost to: Fighters; AA Fire; Aerial Bomb; Collision; Other:

Where did A/C sustain initial damage? 5433 N 1105 E

Where was A/C last seen? 5417 0551 E

How many previous raids made by crew? Indicated in parenthesis above

Date of last P/W briefing? (Approx.) 18 April 1944

Give a complete narrative citing all known facts not covered by the above questions, using reverse side if necessary. If weather was contributing factor, describe briefly.

A/C #807 had #3 engine damaged by a 20mm shell from an E/A near 5433 1105 E. Ship began to straggle. Pilot was heard on VHF saying he had only one engine and was ditching at 1632 hours. The position was approximately 5417 0551 E.

Entire Crew rescued by  
A/C Rescue 21/5/44

437A-2-2(24-7-43)

When re-mimeographing, make no changes.

MISSING A/C REPORT

A/C No. 607 Squadron 349 Group 100 Date Missing 19/MAY/44  
Pilot LT. R.D. HORNE 20 Ball T. Gunner S/sgt. C. G. HUNT 19  
Co-pilot LT. J.M. McGRATH 19 TT Gunner T/sgt. R.L. FOSDICK - Eng 19  
Navigator LT. J.M. HILEY 12 Tail Gunner S/sgt. J. C. SATRON 16  
Bombardier LT. J. T. EVANS 17 RW Gunner S/sgt. G.M. HALL 18  
Radio Operator T/sgt. L.C. WILLEY 19 LW Gunner S/sgt. J. PERINSKY 15

Observer

Target Berlin

Position of A/C in Group: (Circle on diagram) →

Position of Group in Formation: Lead, 13A CBW

```
      1
      3 2
    1 4 1
  3 2 6 5 3 2
    4      4
    6 5      6 5
```

How many chutes were seen? SEE BELOW

Was A/C lost to: Fighters; AA Fire; Aerial Bomb; Collision; Other: UNKNOWN

Where did A/C sustain initial damage? UNKNOWN

Where was A/C last seen? SEE BELOW

How many previous raids made by crew?

(by name)

Date of last P/W briefing? (Approx.)

7/29/44

Give a complete narrative citing all known facts not covered by the above questions, using reverse side if necessary. If weather was contributing factor, describe briefly.

No specific information concerning the loss of this A/C is available. Two unidentified B-17's were seen to peel out of formation on route back from target to Station. One of them was observed under control and apparently in no serious trouble at 1508 hours near 5420-1200E heading for Sweden. The other was going down under control at 1532 hours near 5430-0920E. All props were turning. 5 chutes were seen. It is believed this A/C later crashed and burned.



## FLAK REPORT

TO: AA Officer, A-2 Section, Hq. 3rd Bomb Division, APO 559

FROM: 100th Bomb Group  
(Group)Capt. E. B. Frick  
(Reporting Officer)

TARGET: A Group Berlin

DATE OF ATTACK: 19 May 1944

B Group Berlin

1. The 100 A Group flew as (high, lead, low) of the 134 C.W.  
in  
The 100 B Group flew as (high, lead, low) of the 134 C.W.

Altitude of lead A/C A 24,200' B 24,800'

Altitude of High A/C A 24,700' B 24,300'

Altitude of Low A/C A 23,800' B 23,900'

2. Actual route followed over enemy territory (giving names of towns if possible)

A Route: See Form attached.

B Route:

3. Visibility at target. (Condensation, trails, clouds, etc.)

3 to 5/10 low cloud - no trails

4. No. of A/C over target A Group 17 B Group 11 Total 28

5. A/C damaged by, and/or lost to flak: A Group 6 B Group 1

Total 7

A/C No.	Group	Height	Classification	Brief Description (i.e. place lost, extent of damage, etc.)
#175	A	24,000'	slight	Hole in left outer wing panel
#665	A	24,000'	slight	Few holes and skin damage
#126	A	25,000'	serious	#2 tokio tank hit, Hole through leading edge of left horizontal stabilizer, rib cut. Few holes and skin damage.
#047	A	25,000'	serious	Hole in nose section of #1 engine, engine change.
#230	A	24,000'	serious	Few holes and skin damage.
#723	A	24,000'	serious	Hole in left outboard wing panel through corrugation, #6 tokio tank and diagonal truss hit.
#723	A	24,000'	serious	Hole in right inboard wing panel, main tank hit also skin damage.
#611	B	25,000'	slight	Hole in plexi-glass nose and skin damage.

6. Axis of bomb ~~run in~~ lead A/C) A Group \_\_\_\_\_ B Group \_\_\_\_\_
7. How long did ~~40 seconds~~ fly straight and level before bombing?  
 a. A Group \_\_\_\_\_  
 b. B Group 49°
8. Turn after bombing. (Course away from target)  
 a. A Group \_\_\_\_\_  
 b. B Group None
9. Short description of evasive action in target area.  
 a. A Group Right "up" ing just before Bombs away. Sharp turns AFTER after bombs away.  
 b. B Group \_\_\_\_\_
10. A description of flak en route and at target, including if possible, suggestions as to type of fire control employed. Include herein any phenomena or contacts.  
 No flak was encountered at the coast on this day and the first flak being noted to left in distance apparently from afar. A short time later the defenses of Rostock and Hamburg also put up a moderate barrage in distance. Heavier flak was reported from vicinity of Wittenberge. This flak was not very well located and it may have come from a point SE of Wittenberg. It was inaccurate to the left of the group. Berlin flak was intense and fairly accurate apparently using moon continuous pointed fire. Barrage fire was also reported. Flak was reported at 14:20 (bombs away at 14:20) at 5300N - 1338°E north and east of Berlin. This was reported as seager and inaccurate to the left. At the coast of the Baltic flak was put up from Rostock including a number of red bursts. An airfield and seaplane base several miles to the east of Rostock without encountering any flak. Beyond Rostock heavier flak was put up over Fehmarn Island to right and out of range, and moderate flak from Kiel to left out of range including several red bursts. Flak was also encountered over Denmark to left out of range probably from Flensburg but possibly from an unidentified flak area to the south of that city. No flak was reported from the Frisian islands on the route out.

1st. J. P. Rogers, A/C # 807

MISSING AIR CREW REPORT

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure RAF STA <sup>30</sup> Course E

Intended Destination Berlin; Type of Mission Reconnaissance

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

2-5/10 Cumulous Clouds.

4. GIVE: (a) Date 19/MAY/44; Time 1632; and Location 5417-0501  
of last known whereabouts of missing aircraft.

(b) Specify whether (X) Last Sighted; (X) Last Contacted by Radio:  
( ) Forced Down; ( ) Seen to Crash; or ( ) Information not available.

5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one (X) Enemy Aircraft; ( ) Enemy Anti-aircraft; ( ) Other circumstances as follows

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only one column

Name in Full (Last Name First)	Rank	Serial Number	Contacted		Saw		
			By Radio	Last Sighted	Saw Crash	Forced Landing	
1. MAJOR <u>W. J. P. Rogers</u>							
2. <u>LACK, [illegible]</u>							
3. <u>RAKE, [illegible]</u>							

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) DITCHING IN N-SEA

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

Lt. M. D. Ruppert A/c # ~~042~~ 191

MISSING AIR CREW REPORT

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure AAF Station #139 Course E  
Intended Destination Berlin; Type of Mission Operational
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
2-5/10 Cumulus Clouds.
4. GIVE: (a) Date 19 MAY 44; Time 1518; and Location 5435-1110 E  
of last known whereabouts of missing aircraft.  
(b) Specify whether (X) Last Sighted; ( ) Last Contacted by Radio:  
( ) Forced Down; ( ) Seen to Crash; or ( ) Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one (X) Enemy Aircraft; ( ) Enemy Anti-aircraft; ( ) Other circumstances as follows \_\_\_\_\_
11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:  
Check only one column
- | Name in Full<br>(Last Name First) | Rank | Serial<br>Number | Contacted<br>By<br>Radio | Last<br>Sighted | Saw<br>Crash | Saw<br>Forced<br>Landing |
|-----------------------------------|------|------------------|--------------------------|-----------------|--------------|--------------------------|
| 1. WILLIAMSON, L.                 |      |                  |                          |                 | X            |                          |
| 2. GIBBONS, JOHN                  |      |                  |                          |                 | X            |                          |
| 3.                                |      |                  |                          |                 |              |                          |
12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used X; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) \_\_\_\_\_
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

A/c # 042 was shot in the air by enemy fighters through enemy action at 1518 hours. At that time under control, circling in formation. Six minutes came out as A/c went down. When last seen all props were turning and there was no smoke coming from the engine.



Lt. R. D. Horne, A/c # 607

MISSING AIR CREW REPORT

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure AAF Station # 139 Course E  
Intended Destination Berlin; Type of Mission Operational

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

2-5/10 Cumulus Clouds

4. GIVE: (a) Date 19/4/44; Time 1508-1534; and Location Lat. 54 20-1200E &  
of last known whereabouts of missing aircraft. 5430-0200E  
(b) Specify whether ( ) Last Sighted; ( ) Last Contacted by Radio:  
( ) Forced Down; ( ) Seen to Crash; or (X) Information not available.

5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one ( ) Enemy Aircraft; ( ) Enemy Anti-aircraft; ( ) Other circumstances as follows NOT KNOWN

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only one column

Name in Full (Last Name First)	Rank	Serial Number	Contacted By Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. KEYS, JOHN P. JR.	1st Lt.	44-1000		X		
2. TOWNSEND, ROBERT W.	1st Lt.	44-1000				
3.						

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) SEE BELOW

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

No specific information concerning the loss of this a/c is available. Two unidentified B-17s were seen to pull out of formation on route back from target location. One of them was observed to be contacted by a German fighter at 1508. The other was seen near 54 20-1200E heading for Sweden. The other was seen down under control at 1534 hours near 5430-0200E. All lights were turning, 5 chutes were seen. It is believed this a/c later crashed and burned.

MISSING AIR CREW REPORT

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure AAP Station # 139 Course E  
 Intended Destination Berlin; Type of Mission Operational
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

2-5/10 cumulus clouds

4. GIVE: (a) Date 19 May 44; Time 1632; and Location 5417N-0551E  
 of last known whereabouts of missing aircraft.  
 (b) Specify whether ( ☒ ) Last Sighted; ( ☒ ) Last Contacted by Radio;  
 ( ) Forced Down; ( ) Seen to Crash; or ( ) Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one ( ☒ ) Enemy Aircraft; ( ) Enemy Anti-aircraft; ( ) Other circumstances as follows \_\_\_\_\_
11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only one column

	Name in Full (Last Name First)	Rank	Serial Number	Contacted		Saw		
				By Radio	Last Sighted	Crash	Forced Landing	
1.	<u>Major, Stanley I</u>	<u>2nd Lt.</u>	<u>O-753904</u>	<u>X</u>				
2.	<u>Lacy, Lucius G.</u>	<u>1st Lt.</u>	<u>O-745909</u>	<u>X</u>				
3.	<u>Rake, Glenn W</u>	<u>1st Lt.</u>	<u>O-747489</u>	<u>X</u>				

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) Ditching in N. Sea
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

A/C # 807 had # 3 engine damaged by a 20MM shell from an E/A near 5433N-1105E. Ship began to straggle. Pilot was heard on VHF saying he had only one engine and was ditching at 1632 hours. The position was approximately 5417N-0551E.

*Entire Crew Rescued by  
 L. seen 2/1/51*







A)

DATE OF ATTACK 17 2 44

SHIF NO. 124

3-2 49-8/1/44

DESCRIPTIVE FLAK FORM

TARGET

DATE OF ATTACK

PILOT'S NAME

SHIP NC.

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
PELON-CLOCK POSITION-UNUSUAL PHENOMEN A

[illegible]



## DESCRIPTIVE FLAK FORM

TARGET

Berlin

DATE OF ATTACK

17-5-24

PILOT'S NAME

Page 10

SHIP NO.

230

TIME	PLACE	ALTITUDE	HEADING	DESCRIPTION OF FLAK GIVING LEVEL-ABOVE P.M. OF CLOCK POSITION-UNUSUAL PHENOMENON A
1419	1419	2400	124	tracking - 700 ft - 800 ft - 900 ft - 1000 ft - 1100 ft - 1200 ft - 1300 ft - 1400 ft - 1500 ft - 1600 ft - 1700 ft - 1800 ft - 1900 ft - 2000 ft - 2100 ft - 2200 ft - 2300 ft - 2400 ft - 2500 ft - 2600 ft - 2700 ft - 2800 ft - 2900 ft - 3000 ft - 3100 ft - 3200 ft - 3300 ft - 3400 ft - 3500 ft - 3600 ft - 3700 ft - 3800 ft - 3900 ft - 4000 ft - 4100 ft - 4200 ft - 4300 ft - 4400 ft - 4500 ft - 4600 ft - 4700 ft - 4800 ft - 4900 ft - 5000 ft - 5100 ft - 5200 ft - 5300 ft - 5400 ft - 5500 ft - 5600 ft - 5700 ft - 5800 ft - 5900 ft - 6000 ft - 6100 ft - 6200 ft - 6300 ft - 6400 ft - 6500 ft - 6600 ft - 6700 ft - 6800 ft - 6900 ft - 7000 ft - 7100 ft - 7200 ft - 7300 ft - 7400 ft - 7500 ft - 7600 ft - 7700 ft - 7800 ft - 7900 ft - 8000 ft - 8100 ft - 8200 ft - 8300 ft - 8400 ft - 8500 ft - 8600 ft - 8700 ft - 8800 ft - 8900 ft - 9000 ft - 9100 ft - 9200 ft - 9300 ft - 9400 ft - 9500 ft - 9600 ft - 9700 ft - 9800 ft - 9900 ft - 10000 ft - 10100 ft - 10200 ft - 10300 ft - 10400 ft - 10500 ft - 10600 ft - 10700 ft - 10800 ft - 10900 ft - 11000 ft - 11100 ft - 11200 ft - 11300 ft - 11400 ft - 11500 ft - 11600 ft - 11700 ft - 11800 ft - 11900 ft - 12000 ft - 12100 ft - 12200 ft - 12300 ft - 12400 ft - 12500 ft - 12600 ft - 12700 ft - 12800 ft - 12900 ft - 13000 ft - 13100 ft - 13200 ft - 13300 ft - 13400 ft - 13500 ft - 13600 ft - 13700 ft - 13800 ft - 13900 ft - 14000 ft - 14100 ft - 14200 ft - 14300 ft - 14400 ft - 14500 ft - 14600 ft - 14700 ft - 14800 ft - 14900 ft - 15000 ft - 15100 ft - 15200 ft - 15300 ft - 15400 ft - 15500 ft - 15600 ft - 15700 ft - 15800 ft - 15900 ft - 16000 ft - 16100 ft - 16200 ft - 16300 ft - 16400 ft - 16500 ft - 16600 ft - 16700 ft - 16800 ft - 16900 ft - 17000 ft - 17100 ft - 17200 ft - 17300 ft - 17400 ft - 17500 ft - 17600 ft - 17700 ft - 17800 ft - 17900 ft - 18000 ft - 18100 ft - 18200 ft - 18300 ft - 18400 ft - 18500 ft - 18600 ft - 18700 ft - 18800 ft - 18900 ft - 19000 ft - 19100 ft - 19200 ft - 19300 ft - 19400 ft - 19500 ft - 19600 ft - 19700 ft - 19800 ft - 19900 ft - 20000 ft - 20100 ft - 20200 ft - 20300 ft - 20400 ft - 20500 ft - 20600 ft - 20700 ft - 20800 ft - 20900 ft - 21000 ft - 21100 ft - 21200 ft - 21300 ft - 21400 ft - 21500 ft - 21600 ft - 21700 ft - 21800 ft - 21900 ft - 22000 ft - 22100 ft - 22200 ft - 22300 ft - 22400 ft - 22500 ft - 22600 ft - 22700 ft - 22800 ft - 22900 ft - 23000 ft - 23100 ft - 23200 ft - 23300 ft - 23400 ft - 23500 ft - 23600 ft - 23700 ft - 23800 ft - 23900 ft - 24000 ft - 24100 ft - 24200 ft - 24300 ft - 24400 ft - 24500 ft - 24600 ft - 24700 ft - 24800 ft - 24900 ft - 25000 ft - 25100 ft - 25200 ft - 25300 ft - 25400 ft - 25500 ft - 25600 ft - 25700 ft - 25800 ft - 25900 ft - 26000 ft - 26100 ft - 26200 ft - 26300 ft - 26400 ft - 26500 ft - 26600 ft - 26700 ft - 26800 ft - 26900 ft - 27000 ft - 27100 ft - 27200 ft - 27300 ft - 27400 ft - 27500 ft - 27600 ft - 27700 ft - 27800 ft - 27900 ft - 28000 ft - 28100 ft - 28200 ft - 28300 ft - 28400 ft - 28500 ft - 28600 ft - 28700 ft - 28800 ft - 28900 ft - 29000 ft - 29100 ft - 29200 ft - 29300 ft - 29400 ft - 29500 ft - 29600 ft - 29700 ft - 29800 ft - 29900 ft - 30000 ft - 30100 ft - 30200 ft - 30300 ft - 30400 ft - 30500 ft - 30600 ft - 30700 ft - 30800 ft - 30900 ft - 31000 ft - 31100 ft - 31200 ft - 31300 ft - 31400 ft - 31500 ft - 31600 ft - 31700 ft - 31800 ft - 31900 ft - 32000 ft - 32100 ft - 32200 ft - 32300 ft - 32400 ft - 32500 ft - 32600 ft - 32700 ft - 32800 ft - 32900 ft - 33000 ft - 33100 ft - 33200 ft - 33300 ft - 33400 ft - 33500 ft - 33600 ft - 33700 ft - 33800 ft - 33900 ft - 34000 ft - 34100 ft - 34200 ft - 34300 ft - 34400 ft - 34500 ft - 34600 ft - 34700 ft - 34800 ft - 34900 ft - 35000 ft - 35100 ft - 35200 ft - 35300 ft - 35400 ft - 35500 ft - 35600 ft - 35700 ft - 35800 ft - 35900 ft - 36000 ft - 36100 ft - 36200 ft - 36300 ft - 36400 ft - 36500 ft - 36600 ft - 36700 ft - 36800 ft - 36900 ft - 37000 ft - 37100 ft - 37200 ft - 37300 ft - 37400 ft - 37500 ft - 37600 ft - 37700 ft - 37800 ft - 37900 ft - 38000 ft - 38100 ft - 38200 ft - 38300 ft - 38400 ft - 38500 ft - 38600 ft - 38700 ft - 38800 ft - 38900 ft - 39000 ft - 39100 ft - 39200 ft - 39300 ft - 39400 ft - 39500 ft - 39600 ft - 39700 ft - 39800 ft - 39900 ft - 40000 ft - 40100 ft - 40200 ft - 40300 ft - 40400 ft - 40500 ft - 40600 ft - 40700 ft - 40800 ft - 40900 ft - 41000 ft - 41100 ft - 41200 ft - 41300 ft - 41400 ft - 41500 ft - 41600 ft - 41700 ft - 41800 ft - 41900 ft - 42000 ft - 42100 ft - 42200 ft - 42300 ft - 42400 ft - 42500 ft - 42600 ft - 42700 ft - 42800 ft - 42900 ft - 43000 ft - 43100 ft - 43200 ft - 43300 ft - 43400 ft - 43500 ft - 43600 ft - 43700 ft - 43800 ft - 43900 ft - 44000 ft - 44100 ft - 44200 ft - 44300 ft - 44400 ft - 44500 ft - 44600 ft - 44700 ft - 44800 ft - 44900 ft - 45000 ft - 45100 ft - 45200 ft - 45300 ft - 45400 ft - 45500 ft - 45600 ft - 45700 ft - 45800 ft - 45900 ft - 46000 ft - 46100 ft - 46200 ft - 46300 ft - 46400 ft - 46500 ft - 46600 ft - 46700 ft - 46800 ft - 46900 ft - 47000 ft - 47100 ft - 47200 ft - 47300 ft - 47400 ft - 47500 ft - 47600 ft - 47700 ft - 47800 ft - 47900 ft - 48000 ft - 48100 ft - 48200 ft - 48300 ft - 48400 ft - 48500 ft - 48600 ft - 48700 ft - 48800 ft - 48900 ft - 49000 ft - 49100 ft - 49200 ft - 49300 ft - 49400 ft - 49500 ft - 49600 ft - 49700 ft - 49800 ft - 49900 ft - 50000 ft - 50100 ft - 50200 ft - 50300 ft - 50400 ft - 50500 ft - 50600 ft - 50700 ft - 50800 ft - 50900 ft - 51000 ft - 51100 ft - 51200 ft - 51300 ft - 51400 ft - 5150

*RB*



STATISTICAL FLAK FORM  
For Lead Ships Only

A.) TARGET Berlin DATE OF ATTACK 19-5-44  
PILOT'S NAME Loane NAVIGATOR W. W. W. A/C NC. 665

1. The 100th A Group flew (high-lead-low) of the 13th ( ) C.W. in 3rd B.D. Formation.  
The 100th B Group flew (high-lead-low) " " " ( ) " " " " " "

2. Altitude over Target -  
A Group B Group  
Lead A/C \_\_\_\_\_  
Highest " \_\_\_\_\_  
Lowest " 24,500  
145°  
3. True Heading on Bomb Run 170  
4. Ground Speed on Bomb Run \_\_\_\_\_  
5. Flew Straight and Level before Bombing 1 min sec. \_\_\_\_\_ sec.  
6. Time Bombs Away 1420  
7. Turn from Target after Bombing Sharp turn to left  
8. True Course Away from Target 49°  
9. Brief Description of Evasive Action in Target Area: None

10. Visibility at Target: \_\_\_\_\_

11. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
1317	5419-0835	120	175	
1341	5349-1022	130	175	
1411	5241-1223	120	165	1st
1420	40-00	49	175	1st
1430	5301-1335	550	222	
1440	5351-1254	353	222	
1455	5218-1221	300	222	
1515	5036-1101	255	200	
1535	5011-0905	550	200	
1550	5020-0822	550	200	

3-2 50-8/2/44

INTERCOMING OFFICER \_\_\_\_\_

DATE: 01-21-2004

SHIF TC.

A)

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
FIVE-O'CLOCK POSITION-UNUSUAL PHENOMENON A

[illegible]

3-2 49-8/1/44

DESCRIPTIVE FLAK FORM

TARGET

DATE OF ATTACK

PILOT'S NAME

SHIP NO.

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
EIGHT-O'CLOCK POSITION-UNUSUAL PHENOMENON A

TIME

PLACE

ALTITUDE

## READING

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
EIGHT-O'CLOCK POSITION-UNUSUAL PHENOMENON A

1424

Berlin

24, 160

122

Intensiv - 15 Tage

DESCRIPTIVE FLAK FORM

TARGET BERLIN

DATE OF ATTACK 17-5-44

PILOT'S NAME                     

SHIP NO. 304

TIME	PLACE	ALTITUDE	HEADING	DESCRIPTION OF FLAK GIVING LEVEL-ABOVE PELO'-CLOCK POSITION-UNUSUAL PHENOMEN A
	<del>Berlin</del>			at 9 o'clock
1341	53°49' 10°22'	29800	130°	Geroge - 2 miles off to left
1412	Berlin	29300	110-	Mo Dora 7th - 500 yards / -
				a lot of smoke from the
				ships in the 2nd column
	54°30' 10°10'	29100	245°	
1428	53°30' 13°38'	23000	300°	
				Far out line in 3-4
				11° 30' from ship



B)

DESCRIPTIVE FLAK FORM

TARGET \_\_\_\_\_

DATE OF ATTACK 19-3-44

PILOT'S NAME \_\_\_\_\_

SHIP NO. 611

TIME	PLACES	ALTITUDE	HEADING	DESCRIPTION OF FLAK GIVING LEVEL-ABOVE BELOW-CLOCK POSITION-UNUSUAL PHENOMENON A
1339	5348 10° 15'	2300	131	1100 - LEVEL - 50 BULLETS DISCREET - BRILLIANCE
1407	5255 1202	2200	147	1100 - LEVEL BRILLIANCE
1416	THREE	2300	124	ALL FLAK GIVE TRAILING + BRILLIANCE IN TRAIL
1502	5419 1222	1700	300	1000 - LEVEL - 4 RED BULLETS - MEALIE
1538	5433 0932	1700	260	500 - 1000 YDS - LEVEL BULLETS - TRAILING - 40 BULLETS MEALIE

*fgk*



(B)

(Deposit. Sp.)

## DESCRIPTIVE FLAK FORM

TARGET \_\_\_\_\_

DATE OF ATTACK 19-5-44

PILOT'S NAME \_\_\_\_\_

SHIP NO. 530

TIME	PLACE	ALTITUDE	HEADING	DESCRIPTION OF FLAK GIVING LEVEL-ABOVE PILOT-CLOCK POSITION-UNUSUAL PHENOMEN A
	Targt.			Tracking Heavy. Alt was good. Sighting II round.
1830	K-1	17000	270	Low level red flak.

DESCRIPTIVE FLAK FORM

TARGET

DATE OF ATTACK \_\_\_\_\_

PILOT'S NAME \_\_\_\_\_

SHIP NO. \_\_\_\_\_

[illegible]

PILOT'S NAME

## DESCRIPTIVE FLAK FORM

DATE OF ATTACK

SHIP NC.

TIME

PLACE

ALTIMETER

## HEADING

DESCRIPTION OF FLAK GIVING LEVEL-ABOVE  
FELONY-CLOCK POSITION-UNUSUAL PHENOMENON A

1419

TA

22700

194

long - accurate - smooth -  
extra long smooth - black -

152

1010

1921.

194

Red 2 lak - per 1000 lb  
per 1000 lb

151

5431 -

140

2/24

[illegible]

(B)

STATISTICAL FLAK FORM  
For Lead Ships Only

TARGET BERLIN DATE OF ATTACK 17-5-44

PILOT'S NAME                      NAVIGATOR Lt. Mauvais A/C NO.             

1. The 100th A Group flew (high-lead-low) of the 13th( ) C.W. in 3rd B.D. Formation.  
The 100th B Group flew (~~high-lead-low~~) " " " (A) " " " " " "

2. Altitude over Target -

	A Group	B Group
Lead		
Highest	<u>24,000</u>	<u>24,300</u>
Lowest		

3. True Heading on Bomb Run 122 128

4. Ground Speed on Bomb Run                      160 K.

5. Flew Straight and Level before Bombing                      sec. 40 sec.

6. Time Bombs Away                      1420

7. Turn from Target after Bombing                                          

8. True Course Away from Target                      200

9. Brief Description of Evasive Action in Target Area:                     

10. Visibility at Target: 10 miles

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
1304	5421-0222	90°	173 K.	
1317	5421-0223	119°	170 K.	
1328	5420-0227	128°	170 K.	
1344	5420-0230	128°	170 K.	
1355	5420-0235	128°	170 K.	
1410	5420-0235	128°	170 K.	
1420	5420-0235	128°	170 K.	
1430	5420-0235	128°	170 K.	
1449	5422-1254	227°	215	
1502	5418-1220	222°	215	On course
1517	5423-1105	284°	210	
1541	5435-0905	268°	208	



A.)

STATISTICAL FLAK FORM  
For Lead Ships Only

TARGET Berlin DATE OF ATTACK \_\_\_\_\_

PILOT'S NAME \_\_\_\_\_ NAVIGATOR Lt. Geo. T. Lewis A/C NO. 6001

1. The 100th A Group flew (high-lead-low) of the 13th( ) C.W. in 3rd B.D. Formation.  
The 100th B Group flew (high-lead-low) " " " ( ) " " " " "

2. Altitude over Target -  
Lead A/C \_\_\_\_\_  
Highest " 24700  
Lowest " \_\_\_\_\_

3. True Heading on Bomb Run 77°

4. Ground Speed on Bomb Run 180 K

5. Flew Straight and Level before Bombing 9 Min. sec. \_\_\_\_\_ sec.

6. Time Bombs Away 1420

7. Turn from Target after Bombing Left

8. True Course Away from Target 49°

9. Brief Description of Evasive Action in Target Area: None

10. Visibility at Target: 5 mi

11. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
1317 1/2	5420 0835	110	151	
1342	5400 0957	155	174	
1411	5240-1223	120	158	IP
1420	Target	77°	180	/
1423	5243-1340	300	225	
1502	5418-1222	276	227	
1544	5436-0855	260	226	

MBA

5-5

SUBJECT: Sortie Information, Operational Mission No. 175.

TO : S-1, 10040 Lamb Group (H), APC 559.

PILOT	TARGET BOMBED	COORDINATES TOWARD BACK	E/A ENCOUNTERED
LT. H. E. BETHA	No	5310N-0250E	No
LT. H. Y. WILSON	"	5200N-0140E	"
LT. B. WILLIAMS	"	5340N-0332E	"
LT. H. A. JOE SYNER	"	5300N-0157E	"
LT. H. R. JENSEN (MISSING)	"	5307N-0300E	"
LT. H. D. HOLMES	Yes (MISSING)	TARGET	Yes
LT. J. P. MOORE	"	"	"
LT. H. D. HENDERSON	"	"	"
LT. H. D. HENDERSON	"	"	"
LT. J. A. EVANS	"	"	"
LT. J. L. KING	"	"	"
LT. H. F. H. GILDER	"	"	"
LT. H. T. GILDER	"	"	"
LT. J. F. GILDER	"	"	"
LT. G. L. GILDER	"	"	"
LT. H. C. GILDER	"	"	"
LT. G. L. GILDER	"	"	"
LT. W. A. GILDER	"	"	"
LT. L. E. TOWNSEND	"	"	"
LT. C. T. TOWNSEND	"	"	"
LT. H. L. TOWNSEND	"	"	"
LT. H. L. TOWNSEND	"	"	"
LT. G. A. TOWNSEND	"	"	"
LT. H. A. TOWNSEND	"	"	"
LT. J. F. GIBSON	"	"	"
LT. L. G. GIBSON	"	"	"
LT. H. D. GIBSON	"	"	"
LT. F. J. GIBSON (MISSING)	"	"	"
LT. J. B. GIBSON	"	"	"
LT. D. E. GIBSON	"	"	"
LT. S. J. GIBSON	"	"	"
LT. L. A. GIBSON	"	"	"
LT. H. A. GIBSON	"	"	"

MARVIN S. BOWMAN,  
Captain, Air Corps,  
Intelligence Officer.

HEADQUARTERS  
100TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer

D-L-2

APC 559  
19 May 1944

SUBJECT: Digest, Crew Comments and Suggestions, Operational Mission #175.

TO : Commanding Officer, 100th Bomb Group (H), APC 559.

1. Submitted herewith is a digest of crew comments and suggestions compiled by S-2 on Operational Mission #175, 19 May 1944:

- a. Officers, Crew #24, Too cold in barracks. Pilot caught cold and does not feel good, but still has to fly.
- b. Members, Crew #52, P-38's were called to help against fighter attack, but did not comply and passed our formation without giving any assistance at all.
- c. Lt. F.J. Malooly, Crew #12, Suggest radio operator be advised by weather as to whether there is to be solid overcast, holes, etc.
- d. Lt. R.W. Guida, Crew #12, Cotter pins in IB fuses are too well bent and too small to handle, and are in virtually impossible place to reach.
- e. Members, Crew #43, Want heat in barracks and want mail room open after each mission.
- d. Members, Crew #18, Signals for contacting fighters that are in area when under attack. Need heat in barracks and toilet tissue in latrines.
- f. Members, Crew #35, P-38's were above us but would not come to our aid while we were being attacked.
- g. Members, Crew #26, Want to be able to sleep on mornings there are no missions.
- h. S/Sgt. F.A. LoBello, crew #61, Want urine tube in rear of A/C. Present practice of using Bomb bay is detrimental to effective use of BT.
- i. Lt. F.D. Chapin, Crew #61, Bracket had pulled out of bomb and arming wire was pulled out. Vain on nose was spinning and just caught before it spun off.
- j. Members, Crew #22, Want more candy on long missions. No gunnery officer at briefing of RH's. Why awaken RH's early when there are no missions.
- k. Members, Crew #62, P-38's disappeared during attack by E/A, and came back after encounters were over. Two P-51's did more good than all the P-38's combined.

MARVIN S. BOWMAN  
Capt. Air Corps  
Intelligence Officer.

ATTN: A-2 REPORTING SECTION

INFO OF COMBOMCOMJIG THIRTEEN

COSMOS ONE HUNDRED

20/5/44

1700

5-2

100 BG & 100 BG FLYING WITH 390 "B" - OPERATIONAL INTELLIGENCE - BERLIN - 19 MAY 1944.

A. ~~ENTRY~~ IN CIRCULATION:

- [illegible]

AFTER THE INITIAL TRACK SOME E/A TURNED AND MADE TAIL AT LOSS. THE OTHERS  
 "SLIT THE NET" TO "TAIL ~~ON~~" TACTICS WHILE OTHERS JUMPED ON EITHER SIDE FOR  
 MORE ATTACKS. A WHOLE OF TACTICS WERE IN USE IN THE ATTACKS. IN THE  
 THE NEIGHBORHOOD OF 6 E/A THAT WERE CLOSE TO HAD IN THE 1000 HOURS  
 OF THE 1000 HOURS 12 O'CLOCK LEVEL. WHEN ABOUT 600 HOURS OUT THEY WERE  
 BREAKING UP BY TURNING TO THE RIGHT AND LEFT. 3 CAME IN TO A LINE OF 500 YARDS OR  
 LESS, WHEN THE OTHERS PULLED UP AND WERE FOR THE HIGH EQUATORIAL AREA. THE  
 OTHER TWO WERE TURNING TO THE RIGHT AND LEFT. IN OTHER TRACKS BY THE END OF  
 THREE THE OTHERS WERE TURNING TO THE RIGHT AND LEFT. THE OTHERS WERE TURNING TO THE  
 E/A WOULD BE THE END OF UNDER ONE HOUR OF OPERATION.

A LARGE MAJORITY OF E/A ATTACKS WERE MADE IN THE 1000 HOURS AND  
 FIRST OTHERS REPORT THAT THEY HAD DIFFICULTY FOLLOWING E/A. E/A WERE  
 OFFERED IN LINE WITH SOME OF OUR C-130S. OTHER E/A WERE IN TRACK FROM HIGHLY  
 HIGH, OFF TO THE SIDE AND IN THE 1000 HOURS. IT WERE THE 7  
 OR 8 E/A WERE IN THE 1000 HOURS IN OUR LINE OF TRACKS.

6. E/A THAT TRACKED THE 1000 HOURS WERE IN THE 1000 HOURS.

7. OUR C-130S WERE IN THE 1000 HOURS WERE IN THE 1000 HOURS. E/A WERE IN THE 1000 HOURS.  
 E/A WERE IN THE 1000 HOURS WERE IN THE 1000 HOURS. E/A WERE IN THE 1000 HOURS.  
 E/A WERE IN THE 1000 HOURS WERE IN THE 1000 HOURS. E/A WERE IN THE 1000 HOURS.

8. OUR CLIMB WAS 11-2-3. ALSO 1 E/A WERE IN THE 1000 HOURS. E/A WERE IN THE 1000 HOURS.  
 BUT IT WAS NOT KNOWN WHETHER IT WAS FRIEND OR FOE.

9. IT APPEARED THAT E/A ATTACKS WERE CONCENTRATED ON GROUP IN 13-20 HOURS.

B. OBSERVATIONS OF OTHERS:

1. OBSERVATIONS WERE MADE WHILE WE WERE OFF THE COAST OF THE 1000 HOURS AND IN  
 THE WESTERN ATLANTIC. SPECIFIC OBSERVATIONS WERE MADE AS FOLLOWS: AT 1313 HOURS,  
 54 32 N - 08 15 E, 2 MEDIUM SIZED SHIPS WERE OBSERVED; AT 1318 HOURS, 54 10 N - 08 12 E, A  
 GROUP OF 6 MERCHANT SHIPS WERE OBSERVED THEY WERE MOVING SOUTH ON A COURSE OF  
 THE SOUTH OF THE GULF OF MEXICO; AT 1325 HOURS ABOUT 30 SMALL PATROL-TYPE VESSELS WERE OBSERVED  
 THE SOUTH OF THE GULF OF MEXICO; AT 1326 HOURS, 54 08 N - 09 20 E, 10 MERCHANT  
 SHIPS WERE OBSERVED IN THE GULF OF MEXICO; AT 1502 HOURS, 54 20 N - 11 58 E, A GROUP  
 OF 10 SHIPS WERE OBSERVED. THERE WERE 9 MERCHANT SHIPS AND 1 CRUISER.  
 MERCHANT VESSELS AND 1 VERY LARGE SHIP WERE OBSERVED. THEY WERE MOVING SOUTH ON A COURSE OF  
 CRUISER; AT 1510 HOURS 5 SHIPS THAT WERE MOVING SOUTH ON A COURSE OF CRUISER.

WERE SEEN JUST NORTH OF HUSTOCK HEADLAND; A CONVOY OF 17 SHIPS, THOUGHT TO BE MV's AND TANKERS WERE SEEN AT 54 25 N - 11 40 E; THERE WAS A VERY HEAVY CONCENTRATION OF SHIPS IN LUTACK BAY. MOST WERE SMALL MV's, BUT THERE WAS ONE VERY LARGE SHIP THAT WAS THOUGHT TO BE A LINER; THERE WAS ALSO A HEAVY CONCENTRATION OF SHIPPING IN KIEL BAY. SHIPS WERE OF VARIOUS TYPES AND WERE SPACED ABOUT IN UNITS OF 5 TO 10. MOST OF THEM WERE BELIEVED TO BE MV's.

2. AT 1500 HOURS, THE A/D's AT HIBITZ AND PUTNITZ WERE OBSERVED. IT IS ESTIMATED THAT THERE WERE ABOUT 75 A/C ON BOTH A/D's. THOSE ON HIBITZ A/D APPEARED TO BE S/E A/C WHOSE WINGS HAD BEEN BROKE BACK THEN WERE S/E A/C WHO HAD BEEN IN COMBAT. THERE WERE 25 TO 30 A/C ON THE PUTNITZ A/D THAT WERE BELIEVED TO BE JU 88's. ALSO 6 SEA PLANES WERE OBSERVED IN THE BAY OFF THE WEST END OF THIS A/D.

#### C. FRIENDLY A/C IN DISTRESS:

##### OUR A/C:

1. OUR A/C #049 (LT. ROBERT, PILOT) WAS HIT BY A/J AT 1518 HOURS, 54 25 N - 11 00 E. IT WAS OBSERVED FALLING INTO THE UNDERCAST, BUT NO CHUTE OR PLANE. IT PULLED OUT OF FORMATION AND WAS LANDING ATTEMPTING TO LAND IN THE BAY OFF THE WEST END. 6 CHUTES WERE SEEN, SOME OF WHICH PROBABLY LANDED IN WATER. THE A/C WAS IN LEVEL FLIGHT WHEN LAST SEEN.

2. OUR A/C #607 WAS DAMAGED BY E/A AND FELL BACK AS WE HEADED ACROSS NORTH GERMANY. AT 1539 HOURS, 54 25 N - 09 15 E IT PULLED AWAY TO THE SOUTH AND STARTED CIRCLING THE BAY OFF THE WEST END. IT WAS OBSERVED FALLING INTO THE UNDERCAST ON THE GROUND THAT MAY HAVE BEEN THIS A/C. IT REMAINED IN FLIGHT FOR A SHORT PERIOD AND WAS OBSERVED WHEN IT DISAPPEARED INTO THE UNDERCAST. 5 TO 8 CHUTES WERE SEEN.

3. OUR A/C #607 WAS HIT IN #3 ENGINE DURING THE E/A ATTACK. IT BEGAN TO STRUGGLE AND LOSE ALTITUDE AND WAS LAST SEEN VERY LOW OVER THE NORTH GERMAN WEST COAST. IT WAS REPORTED ON VHF TO BE DITCHING AT 1632 HOURS, 54 17 N - 05 19 E, BECAUSE IT HAD LOST 3 ENGINES.

##### OTHER A/C:

1. AT 1419 HOURS, A B-17 FROM 390-A GROUP WAS HIT BY FLAK AND RIGHT HORIZONTAL STABILIZER WAS KNOCKED OFF. IT DIVED STRAIGHT DOWN ABOUT 3,000 FEET THEN LEVELLED OFF. THE REMAINDER OF ITS TAIL SECTION CAME OFF AND ITS CREW MEMBERS WERE SEEN TO BE BAILING OUT IN A HURRY. ONE CHUTE OPENED BUT IT WAS BELIEVED THAT OTHERS DELAYED THEIR JUMP. A/C WENT INTO ANOTHER DIVE AND DISAPPEARED INTO THE UNDERCAST.



2. AT 1508 HOURS, 54 20 N - 12 00 E, A B-17 FROM THE WING BEHIND OURS WAS SEEN TO HEAD TOWARD CADDEN. IT DROPPED INTO THE UNDERCUT IN GOOD CONDITION. LATER A B-17 WAS OBSERVED BEING LAUNCHED FROM THE B-17. NOT DOWN BY 1/2 AT 1512 HOURS. IT MAY HAVE BEEN THE 1/2. IT WAS TOO FAR AWAY TO GET A GOOD CHUTE.

3. A/C #532 OF THE 590TH GROUP WAS HEAVY BOMBED BY B/A. ITS LIGHTING WAS BADLY DAMAGED, BUT IT LIT UP AGAIN UNTIL 1532 HOURS, 54 25 N - 09 20 E, WHEN FIRE WAS SHOT AT IT BY 13 AND 14 BOMBS. A/C STARTED SMOOKING AND 10 PEOPLE RAN OUT. 7 CHUTES OPENED ABOVE THE CLOUDS AND IT APPEARED THAT THE OTHER 3 WERE DELAYING THEIR JUMPS.

4. AT 1718 HOURS, 53 21 N - 02 52 E, AN UNIDENTIFIED B-17 WAS SEEN VERY LOW PREPARING TO LITCH.

5. AT 1724 HOURS, 53 18 N - 02 32 E, A 1000 FEET WIDE SWARM OF THE WATER. NO A/C IN SIGHTS OR IN THE IMMEDIATE VICINITY.

6. AT 1737 HOURS, 52 45 N - 02 12 E, THE POSITION OF 2 BOMBS WAS RECORDED IN BY OUR A/C #071.

D. OBSERVATIONS:

1. THE HOSTAGE WAS OBSERVED BY A BOMBING GROUP IN THE VICINITY. THERE IS NO CONTACT WITH THE BOMBING GROUP.

2. FIRST FORMATION OF THE BOMBING GROUP WAS 1/2 HOURS LATER. THE BOMBING GROUP WAS PREVENTED FROM FIRING.

3. FIGHTER CULMINATED IN THE BOMBING.

COBURN ORL HUNTER

HEADQUARTERS  
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF  
Office of the Station Engineering Officer  
APO 559

19 May 1944

SUBJECT: Battle Damage Report for Mission 19 May 1944

TO : Commanding Officer, 100th Bombardment Group (H), AAF.

*A:* SHIP #38175 *24000 - slight - Berlin*

- X*
1. Flak hole in left outer wing panel, inspection incomplete, possibly punctured tank.

*A:* SHIP #97065 *24000 - Slight - Berlin*

- X*
1. Flak hole in #4 ring cowl.
  2. Flak hole in right trim tab, rib damaged.
  3. Flak hole in right wing panel, skin damage.
  4. 50 cal. hole to rear of main entrance door, controls out.
  5. Flak hole in vertical stabilizer trailing edge.
  6. Squadron and Sub-Depot repair.

*Complete* SHIP #102611 *24000 - Slight - Berlin*

1. Flak hole in plexi-glass nose.
2. Hole in vertical stabilizer, skin damage.
3. Squadron repair.

*A:* SHIP #37126 *25000 Serious - Berlin*

1. Flak hole in left inner wing panel, feeder tank hit.
2. Flak hole in left outer wing panel, #2 tokio tank hit.
3. Flak hole in left outer wing panel, diagonal truss hit.
4. Flak hole in fuselage aft of left waist window, skin damage.
5. Flak hole through leading edge of left horizontal stabilizer, rib out.
6. Flak hole under fuselage, ring former at bulkhead #9 out.
7. Three flak holes in right elevator, skin damage.
8. Flak hole in right inner wing panel, skin damage.
9. Flak hole in right outer wing panel, skin damage.
10. Squadron and Sub-Depot repair.

*A:* SHIP #58047 *25000 Serious - Berlin*

- X*
1. Flak hole in nose section #1 engine, engine change.
  2. Flak hole in left inboard wing panel, wing flap motor hit.
  3. Flak hole in bombay door, skin damage.
  4. Four holes in #4 engine nacelle, inspection incomplete.
  5. Flak hole in right outer wing panel, #9 tokio tank hit.
  6. Four flak holes in right wing flap, skin damage.
  7. Squadron and Sub-Depot repair.

*A:* SHIP #107230 *24000 Serious - Berlin*

- X*
1. Flak hole in left outboard wing panel through corrugation, #8 tokio tank and diagonal truss hit.
  2. Flak hole in left aileron, skin damage.
  3. Squadron and Sub-Depot repair.

COMBOMDIV THREE

ATTN: A-2 REPORTING SECTION

INFO OF COMBOMCOMJIG THIRTEEN

COMBOMGR ONE HUNDRED

20/5/44

1700

S-2

100 BG & 100 BG FLYING WITH 390 "B" - OPERATIONAL INTELLIGENCE - BERLIN - 19 MAY 1944.

A. ENEMY AIR COMPOSITION:

1. THE 100TH GROUP FLEW IN THE 13-A C.W. AND 12 A/C OF THIS GROUP FLEW 75 HIGH AND 100 SQUADRONS OF THE 100TH GROUP (390TH B) OF THE 13-A C.W.
2. ALL 5 SQUADRONS OF THIS GROUP RECEIVED ATTACKS.
3. E/A WERE ENCOUNTERED AT 1515 HOURS, NEAR 54 30 N - 11 05 E, AND ATTACKS WERE BROKEN OFF AT 1500 HOURS NEAR 54 46 N - 09 55 E.
4. IT IS ESTIMATED THAT BETWEEN 25 AND 30 E/A WERE INVOLVED IN THIS ATTACK. MOST ONLY MESSAGES REPORTED THEM AS ALL FV 190's, THOUGH SOME REPORTED THAT THERE WERE 5 TO 6 ME 109's IN THE GROUP. ONE ME 109 WAS REPORTED TO BE THE OLD TYPE THAT HAD A WAVE WING TIPS. THE FV 190's WERE COLORED DARK GREY OR SILVER WITH RED CIRCLES AROUND THE FUSELAGE, NEXT TO THE TAIL ASSEMBLY. THEIR COCKPITS WERE PAINTED VARIOUSLY: SOLID WHITE, YELLOW, RED, GREEN, AND WHITE STRIPES, RED AND WHITE STRIPES. THE ME 109's THAT WERE SEEN WERE CAMOUFLAGED EXACTLY LIKE A P-51's. A LARGE NUMBER OF THE E/A WERE CARRYING BELLY TANKS AND SOME OF THEM RETAINED THEM THROUGHOUT THE ATTACK.
5. E/A WERE FIRST SEEN IN A GROUP OF ABOUT 25 FLYING PARALLEL TO OUR GROUP, OUT OF RANGE TO OUR LEFT. THEY WERE GRADUALLY PULLING AHEAD TO GET INTO POSITION FOR AN ATTACK WHEN THEIR FORMATION WHICH WAS SIMILAR TO OURS, WAS BROKEN UP BY 2 P-51's THAT DIVED INTO THEM. THEY THEN SCATTERED ACROSS IN FRONT OF US AND MADE ATTACKS FROM 10 TO 3 O'CLOCK. MOST OF THEM BROKE OFF ATTACK WHILE MORE THAN 500 YARDS OUT BY DIVING AWAY, BUT SOME PASSED UNDER THE LEAD GROUP AND COVER THE LOW GROUP WHILE OTHERS WERE SEEN TO PASS THROUGH GROUP FORMATIONS. A FEW OF THESE ATTACKS WERE DESCRIBED AS SUICIDAL IN THAT E/A HEADED FOR AN A/C AND CAME STRAIGHT IN WITHOUT EVASIVE ACTION. ONE OF OUR PILOTS HAD TO PULL UP TO AVOID A COLLISION. OTHERS THAT PASSED THROUGH THE FORMATION REPORTED THE STANDARD SLOW ROLL. IN THIS FIRST ATTACK E/A APPEARED TO BE HIT AND HIT ALL THREE GROUPS IN OUR WING.

COMBOMDIV THREE

ATTN: A-2 REPORTING SECTION

INFO OF COMBOMCOMBIG THIRTEEN

COMBOMER ONE HUNDRED

20/5/44

1700

S-2

100 BG & 100 BG FLYING WITH 390 "B" - OPERATIONAL INTELLIGENCE - BERLIN - 19 MAY 1944.

A. ENEMY /IR OPPOSITION:

1. THE 100TH GROUP FLEW LOW IN THE 13-A C.W. THE 12 A/C OF THIS GROUP FLEW IN HIGH AND LOW SQUADRONS OF THE LOW GROUP (390TH B) OF THE 13-A C.W.
2. ALL 5 SQUADRONS OF THIS GROUP RECEIVED ATTACKS.
3. E/A WERE ENCOUNTERED AT 1515 HOURS, NEAR 54 30 N - 11 05 E, AND ATTACKS WERE BROKEN OFF AT 1530 HOURS NEAR 54 46 N - 09 55 E.
4. IT IS ESTIMATED THAT BETWEEN 25 AND 30 E/A WERE INVOLVED IN THIS ATTACK. MOST OF THE MEMBERS REPORTED THEM AS ALL FW 190's, THOUGH SOME REPORTED THAT THERE WERE 5 TO 6 ME 109's IN THE GROUP. ONE ME 109 WAS REPORTED TO BE THE OLD TYPE THAT HAD SQUARE WING TIPS. THE FW 190's WERE COLORED DARK GREY OR SILVER WITH RED CIRCLES AROUND THE FUSELAGE, NEXT TO THE TAIL ASSEMBLY. THEIR COCKPITS WERE PAINTED VARIOUSLY: SOLID WHITE, YELLOW, RED, GREEN, AND WHITE STRIPES, AND RED AND WHITE STRIPES. THE ME 109's THAT WERE SEEN WERE CAMOUFLAGED EXACTLY LIKE OUR P-51's. A LARGE NUMBER OF THE E/A WERE CARRYING BELLY TANKS AND SOME OF THEM REMAINED THEM THROUGHOUT THE ATTACK.
5. E/A WERE FIRST SEEN IN A GROUP OF ABOUT 25 FLYING PARALLEL TO OUR COURSE, OUT OF RANGE TO OUR LEFT. THEY WERE GRADUALLY PULLING AHEAD TO GET INTO POSITION FOR AN ATTACK WHEN THEIR FORMATION WHICH WAS SIMILAR TO OURS, WAS BROKEN UP BY 2 P-51's THAT Dived INTO THEM. THEY THEN SCATTERED ACROSS IN FRONT OF US AND MADE ATTACKS FROM 10 TO 3 O'CLOCK. MOST OF THEM BROKE OFF ATTACK WELL MORE THAN 500 YARDS OUT BY DIVING AWAY, BUT SOME PASSED UNDER THE LEAD GROUP AND OVER THE LOW GROUP WHILE OTHERS WERE SEEN TO PASS THROUGH GROUP FORMATIONS. A FEW OF THESE ATTACKS WERE DESCRIBED AS SUICIDAL IN THAT E/A HURLED FOR AN A/C AND CAME STRAIGHT IN WITH NO EVASIVE ACTION. ONE OF OUR PILOTS HAD TO PULL UP TO AVOID A COLLISION. OTHERS THAT PASSED THROUGH THE FORMATION EMPLOYED THE STANDARD SLO. ROLL. IN THIS FIRST ATTACK E/A APPEARED TO BE HIT BY US AND HIT ALL THREE GROUPS IN OUR WING.

WERE SEEN JUST NORTH OF ROSTOCK HEADED NE; A CONVOY OF 17 SHIPS, THOUGHT TO BE MV's AND TANKERS, WAS AT 54 25 N - 11 40 E; THERE WAS A VERY HEAVY CONCENTRATION OF SHIPS IN LUBECK BAY. MOST WERE SMALL MV's, BUT THERE WAS ONE VERY LARGE SHIP THAT WAS THOUGHT TO BE A LINER; THERE WAS ALSO A HEAVY CONCENTRATION OF SHIPPING IN KIEL BAY. SHIPS WERE OF VARIOUS SIZES AND WERE GATHERED ABOUT IN UNITS OF 5 TO 10. MOST OF THEM WERE BELIEVED TO BE MV's.

2. AT 1500 HOURS, THE A/D's AT RIBBITE AND PUTNITZ WERE OBSERVED. IT IS ESTIMATED THAT THERE WERE ABOUT 75 E/A ON BOTH A/D's. THOSE ON RIBBITE A/D APPEARED TO BE S/E A/C WHOSE WINGS HAD MORE LEAN-BACK THAN ANY S/L B-17 WE HAVE SEEN IN ACTION. THERE WERE 25 TO 30 A/C ON THE PUTNITZ A/D THAT WERE BELIEVED TO BE JU 88's. ALSO 6 B-17 PLANES WERE OBSERVED IN THE BAY OFF THE EAST SIDE OF THIS A/D.

#### C. FRIENDLY A/C IN DISTRESS:

##### OUR A/C:

1. OUR A/C #049 (LT. PUPPERT, PILOT) WAS HIT BY E/A AT 1518 HOURS, NEAR 54 35 N - 11 00 E. THERE WAS AN ORANGE FLASH NEAR THE COCKPIT, BUT NO SMOKE OR FLAMES. IT PULLED OUT OF FORMATION AND WAS LOSING ALTITUDE AS IT HEADED TOWARD LAND OFF TO OUR RIGHT. 6 CHUTES WERE SEEN, 3 OF WHICH WERE BELIEVED TO HAVE Landed ON WATER. THE A/C WAS IN LEVEL FLIGHT WHEN IT WAS HIT.

2. OUR A/C #607 WAS HIT BY E/A AND PULLED BACK AS IT HEADED TOWARD NORTH GERMANY. AT 1539 HOURS, 54 25 N - 09 15 E IT PULLED UP TO THE NORTH AND STARTED CIRCLING AND LOSING ALTITUDE. A FEW MINUTES LATER AN EXPLOSION AND FIRE WAS SEEN ON THE GROUND THAT MAY HAVE BEEN THIS A/C. IT APPEARED TO HAVE TWO ENGINES FEATHERED AND WAS UNDER CONTROL WHEN IT DISAPPEARED INTO THE UNDERCAST. 5 TO 6 CHUTES WERE SEEN.

3. OUR A/C #807 WAS HIT IN #3 ENGINE DURING THE E/A ATTACK. IT BEGAN TO STRAGGLE AND LOSE ALTITUDE AND WAS LAST SEEN VERY LOW NEAR THE NORTH GERMAN WEST COAST. IT WAS REPORTED ON VHF TO BE DITCHING AT 1632 HOURS, 54 17 N - 05 19 E, BECAUSE IT HAD LOST 3 ENGINES.

##### OTHER A/C:

1. AT 1419 HOURS, A B-17 FROM 390-A GROUP WAS HIT BY FLAK AND RIGHT HORIZONTAL STABILIZER WAS KNOCKED OFF. IT DIVED STRAIGHT DOWN ABOUT 3,000 FEET THEN LEVELLED OFF. THE REMAINDER OF ITS TAIL SECTION CAME OFF AND IT WAS BELIEVED TO BE BAILING OUT IN A HURRY. ONE CHUTE OPENED BUT IT WAS BELIEVED THAT OTHERS DELAYED THEIR JUMP. A/C WENT INTO ANOTHER DIVE AND DISAPPEARED INTO THE UNDERCAST.

AFTER THE INITIAL ATTACK SOME E/A TURNED AND MADE TAIL ATTACKS FOLLOWING THE "WINTERS ACT" AND "TAIL <sup>PECKER</sup> ~~PECKER~~" TACTICS WHILE OTHERS CLIMBED ON EITHER SIDE FOR MORE NOSE ATTACKS. AN EXAMPLE OF TACTICS EMPLOYED IN THESE ATTACKS IS SHOWN IN THE DESCRIPTION OF AN ATTACK BY 6 E/A THAT WENT ON TO HEAD IN ON THE LEAD SQUADRON OF THE LEAD GROUP FROM 12 O'CLOCK LEVEL. WHEN ABOUT 800 YARDS OUT THEY STARTED BREAKING UP BY "WHEELING TO THE RIGHT AND LEFT. 3 CAME IN TO A RANGE OF 500 YARDS OR LESS, WHERE THE CENTER E/A PULLED UP AND HEADED FOR THE HIGH SQUADRON WHILE THE OTHER TWO MADE DIVING TURNS TO THE RIGHT AND LEFT. IN OTHER ATTACKS BY ELEMENTS OF THREE THE STANDARD "TRIPLE THREAT" TACTICS WERE EMPLOYED EXCEPT THAT USUALLY ONE E/A WOULD PASS THROUGH OR UNDER OUR GROUP FORMATION.

A LARGE MAJORITY OF E/A ATTACKS WERE PRESSED IN LEVEL WITH OUR FORMATION AND MOST GUNNERS REPORT THAT THEY HAD DIFFICULTY FIRING AT E/A BECAUSE THEY WERE OFTEN IN LINE WITH SOME OF OUR OWN A/C. OTHER E/A PRESSED ATTACKS FROM SLIGHTLY HIGH, OUT OF THE SUN AND A FEW PASSED WHILE WE DROVE FROM BELOW. IT APPEARS THAT 7 OR 8 PASSES WERE MADE ON A/C IN OUR GROUP FORMATIONS.

6. E/A THAT ATTACKED OUR GROUP WERE FIRING 20 mm AND MG ONLY.

7. OUR A/C #049 WAS KNICKED DOWN BY 1 E/A THAT ATTACKED FROM 3 O'CLOCK LEVEL. A/C #607 WAS KNICKED DOWN BY 2 E/A THAT ATTACKED FROM 12 O'CLOCK LEVEL. ALSO A/C #807 WAS HIT BY E/A AND IT IS BELIEVED THAT IT DITCHED SOUTH OF THE FRIGATE ISLANDS.

8. OUR CLAIMS ARE 11-2-3. ALSO 1 S/E A/C WAS SEEN TO GO DOWN FROM A DOG FIGHT, BUT IT WAS NOT KNOWN WHETHER IT WAS FRIEND OR FOE.

9. IT APPEARED THAT E/A ATTACKS WERE CONCENTRATED ON GROUP IN 13 "A" LINE.

#### B. OBSERVATIONS OF CREWS:

1. CONSIDERABLE ENEMY SHIPPING WAS OBSERVED OFF THE DANISH NORTH SEA COAST AND IN THE WESTERN BALTIC. SPECIFIC OBSERVATIONS WERE AS FOLLOWS: AT 1313 HOURS, 54 32 N - 06 15 E, 2 MERCHANT VESSELS WERE OBSERVED; AT 1318 HOURS, 54 10 N - 06 42 E, A CONVOY OF 6 MERCHANT VESSELS WAS OBSERVED. THEY WERE MOVING SOUTH IN SINGLE FILE FORMATION; AT 1325 HOURS ABOUT 30 SMALL PATROL-TYPE VESSELS WERE OBSERVED NEAR THE MOUTH OF THE WISSE RIVER; AT 1326 HOURS, 54 08 N - 07 20 E, 10 FREIGHTERS WERE SEEN IN KAISER WILHELM BAY; AT 1502 HOURS, 54 20 N - 11 58 E, A CONVOY OF 10 SHIPS WERE SEEN HEADED SW. THERE WERE 9 IN A GROUP THAT WERE THOUGHT TO BE MERCHANT VESSELS AND 1 VERY LARGE SHIP OFF TO ONE SIDE THAT WAS THOUGHT TO BE A CRUISER; AT 1510 HOURS 5 SHIPS THAT WERE BELIEVED TO BE 4 DESTROYERS AND 1 CRUISER



A. SHIP #31723 24000 *Serious - Berlin*

- X
1. Flak hole in right inboard wing panel, main tank hit.
  2. 20 mm. exploded in vertical stabilizer, stabilizer change.
  3. Flak hole in right wing butt fairing, skin damage.
  4. Squadron and Sub-Depot repair.

EUGENE ROVEGNO,  
Major, Air Corps,  
Engineering Officer.

2. AT 1508 HOURS, 54 20 N - 12 00 E, A B-17 FROM THE LINE BEHIND OURS WAS SEEN TO  
HEAD TO THE WEST. IT DISAPPEARED INTO THE CLOUDS AT 1510 HOURS. IT WAS IN GOOD CONDITION. LATER A  
B-17 FROM THE LINE BEHIND OUR FORMATION WAS SEEN TO BE SHOT DOWN BY E/A AT 1512 HOURS.  
IT MAY HAVE BEEN THE SAME A/C. IT WAS TOO FAR AWAY TO OBSERVE CLOSELY.

3. A/C 4537 OF THE 590TH GROUP WAS SEEN TO BE SHOT DOWN BY E/A. ITS RIGHT ENGINE WAS HEARD  
TO STOP, BUT IT LINGERED ALONG UNTIL 1538 HOURS, 54 25 N - 09 20 E, WHEN IT  
CAME TO A STOP AND 4 ENGINEERS. A/C STARTED CIRCLING AND 10 PEOPLE WERE SEEN.  
7 OTHERS CAME ABOVE THE CLOUDS AND IT APPEARED THAT THE OTHER 3 WERE DROPPING  
THEIR JUMBS.

4. AT 1610 HOURS, 53 21 N - 02 52 E, AN UNIDENTIFIED B-17 WAS SEEN VERY FAR  
PREPARING TO LIT.

5. AT 1724 HOURS, 53 18 N - 02 30 E, A B-17 WAS SEEN ON THE WATER. THE A/C  
IS BELIEVED TO BE IN THE DISTANT VICINITY.

6. AT 1737 HOURS, 52 45 N - 02 12 E, THE POSITION OF 2 B-17S WAS RELAYED TO BY  
OUR A/C 4071.

D. COMMENTS:

1. NO B-17S WERE SEEN TO BE SHOT DOWN BY E/A IN THE VICINITY. THERE  
IS A POSSIBILITY THAT ONE OF THEM WAS.

2. FIRST SIGHTING OF A B-17 WAS BY E/A AND IT WAS SHOT DOWN. THE OTHER B-17 WAS PREVENTED  
FROM FIRING.

3. B-17 WAS SHOT DOWN IN THE VICINITY.

CLIFFORD G. HARRIS

OPERATIONAL REPORT - STATISTICAL SECTION

PRIMARY TARGET	BERLIN	BERLIN			TOTAL
1. GROUP/WING	100 / 13A	100 / 390B/BA			
2. A/C AIRBORNE	19 + 2 PFF	12			
3. A/C DISPATCHED	19 + 2 PFF	12			
4. A/C ATTACKING	15 + 2 PFF	11			
5. A/C FAILING TO ATTACK					
a. Mechanical	1				
b. Weather					
c. Enemy Action					
d. Other	2	1			
e. <del>UNUSED SPARES</del>	1				
6. A/C LOST					
a. To AA	1				
b. To e/a		1			
c. To AA and e/a					
d. To accident					
e. By reasons unknown		1			
7. TIME OF ATTACK	1420	1420			
8. ALTITUDE OF ATTACK	24700	24300			
9. BOMBS DROPPED (PRIMARY)					
a. Number	75	<del>800</del> 110			
b. Size	1000	500			
c. Type	G.P.	T.B.			
BOMBS DROPPED (OTHER)					
a. Number					
b. Size					
c. Type					
BOMBS DROPPED (OTHER)					
a. Number					
b. Size					
c. Type					
10. PERSONNEL CASUALTIES					
a. Killed					
b. Wounded	2				
c. Missing	10	20			
d. Rescued					
11. BATTLE DAMAGE					
a. Minor	1	1			
b. Major	5				
c. Salvage					

3.2 48/ 1-1/44

7-1-2 5-1-3

3.B.D. LT. STAKITIS

COLLED  
1100 HRS. AT  
7:15

1500 HRS. 1700 HRS. STAKITIS

HRS.

BY LT. STAKITIS

IMMEDIATE  
PRIORITY

175 19/5  
"HOT NEWS" REPORT

AIRCRAFT

FRIENDLY A/C DOWN OR IN DISTRESS AT SEA, DINGHIES, LIFERAFTS OR PERSONS - A/C  
DOWN OVER ENEMY TERRITORY

OTHER INFORMATION

A/C Number - 807-0

Where Seen (co-ordinates) - 54 17

0551  
0600 E

Time seen - 1632

Height - —

Heading - 250°

Condition - On on engine - losing 700 ft min.

Parachutes - —

Dinghy - —

Life Raft - —

Observing A/C # 306 Group # 100 Height 1400 Interrogator M&B

Date 5/19/44 Time Rec'd 1840 Phoned 1840 Hrs. Who phoned M&B

S-2 25/30-7-43

- 1- Was Message sent in by WT or RT? RT  
2- Was Message acknowledged? Not Known  
3- If not sent by WT or RT, Give Reason:

17/5

*Posted*

A/C RETURNING EARLY

A/C Number 011 A/C Letter T

Squadron 418<sup>th</sup> Pilot Lt. B.L. Williams

Time landed at base 1330

Point or coordinates of point at which A/C turned back:

5340 - 0332 E.

Time turned back 1210

Altitude at time turned back 24,000

Reason for abortion 1. Sinner trouble - Pilot  
2. Ball turret inoperative

Disposition of bombs 3. Tail gunner's electric suit out.  
Brought Back  
Brought back or jettisoned

Name of Interrogating Officer Lt. James D. Shirley

A/C RETURNING EARLY

A/C Number \_\_\_\_\_ A/C Letter \_\_\_\_\_

Squadron \_\_\_\_\_ Pilot \_\_\_\_\_

Time landed at base \_\_\_\_\_

Point or coordinates of point at which A/C turned back:

\_\_\_\_\_

Time turned back \_\_\_\_\_

Altitude at time turned back \_\_\_\_\_

Reason for abortion \_\_\_\_\_

Disposition of bombs \_\_\_\_\_  
Brought back or jettisoned

Name of Interrogating Officer \_\_\_\_\_

9/5

A/C RETURNING EARLY

A/C Number 987 A/C Letter A

Squadron 349<sup>th</sup> Pilot <sup>1st Lt</sup> Mark Wilson

Time landed at base 1011

Point or coordinates of point at which A/C turned back:

5200 - 0140E

Time turned back 1000

Altitude at time turned back 8000'

Reason for abortion Oxygen line to ball turret snagged + broke.

Disposition of bombs Brought Back gunner & 1st waist gunner were out of O<sub>2</sub>.  
Brought back or jettisoned

Name of Interrogating Officer P. J. D. Shirley

A/C RETURNING EARLY

A/C Number 095 A/C Letter F

Squadron 349<sup>th</sup> Pilot 1st Lt. H. N. Jepperson (Spare)

Time landed at base 1238

Point or coordinates of point at which A/C turned back:

2307 - 0300

Time turned back 1159

Altitude at time turned back 24,500

Reason for abortion No vacancy

Disposition of bombs Brought Back  
Brought back or jettisoned

Name of Interrogating Officer 1st Lt. James D. Shirley



19/5

A/C RETURNING EARLY

A/C Number 154 A/C Letter A  
Squadron 350 Pilot Lt. Wegrynek  
Time landed at base 1220

Point or coordinates of point at which A/C turned back:

5304 - 0157E

Time turned back 1045

Altitude at time turned back 8,000

Reason for abortion

Unable to catch formation - 15 min. ahead  
on course

Disposition of bombs

Br'd Back

Brought back or jettisoned

Name of Interrogating Officer

L. W. Sleet

A/C RETURNING EARLY

A/C Number 7090 A/C Letter D  
Squadron 418th Pilot Lt. H.E. Bethea (Spare)  
Time landed at base 1245

Point or coordinates of point at which A/C turned back:

5310N - 0250E

Time turned back 11524

Altitude at time turned back 23,800

Reason for abortion

#4 engine went out & couldn't feather it.

Disposition of bombs

Salvaged - 1202 lbs - very near 5305-0213E

Brought back or jettisoned

Name of Interrogating Officer

Lt. James D. Shirley

TARGET BEHAVIOR			DATE	ANGLE OF ATTACK													TYPE E/A					CREDITED				GUN		POSITION								
CLAIM NO.	A/C NO.	PLACE	TIME	1	2	3	4	5	6	7	8	9	10	11	12	FW	109	88	110	OTHER	DEST	PROB	D/F	N/C	F GUN	T. TUR.	B. TUR.	R.T. W.	L. W.	RHO. G.	NOTE G.	U.S.				
1	087	54033-11024	1515	✓												✓					1	✓			✓											
2	126	54035-11000	1517												✓	✓					2		✓		✓											
3	007	54050-11000	1520													✓					3		✓		✓											
4	047	54010-11000	1520							✓						✓					4		✓		✓											
5	087	54035-11000	1520					✓								✓					5	✓				✓										
6	085	54037-11000	1520												✓	✓					6	✓			✓											
7	087	54035-1040	1520						✓							✓					7	✓			✓											
8	230	MC. 05K026	1527											✓		✓					8	✓			✓											
9	230	✓ ✓ ✓	1527											✓		✓					9		✓													
10	230	✓ ✓ ✓	1527											✓		✓					10		✓													
11	065	54040-0900	1530												✓	✓					11	✓			✓											
12	065	54046-0900	1530												✓	✓					12	✓			✓											
13	065	54046-0900	1530	✓												✓					13				✓											
14	(100% COMPOSITE)																				14															
15	GROUP																				15	5	2	1	4											
16	903	54032-11024	1515												✓	✓					16	✓			✓											
17	903	54032-11024	1515							✓						✓					17	✓			✓											
18	941	54035-11000	1518							✓						✓					18	✓			✓											
19	941	54035-11003	1520											✓		✓					19	✓			✓											
20	941	54035-1045	1523	✓												✓					20		✓													
21	621	54033-1025	1525												✓	✓					21		✓		✓											
22	903	54032-11024	1520												✓	✓					22			✓	✓											
23	✓30	54037-0900	1538							✓						✓					23	✓		✓	✓											
24	✓30	54037-0900	1543						✓							✓					24	✓				✓										
25	✓30	54037-0900	1542						✓							✓					25			✓				✓								
26																					26	5	0	7	3											
27																					27															

[illegible]

CONFIDENTIAL

175

HEADQUARTERS  
STATION #139  
A.P.O. 559

D-L-2

5 July 1944.

SUBJECT: Evaluation - Combat Reports - Berlin - 19 May 1944

TO : Commanding General, 3d Bombardment Division, APO 559  
Attn: AC of S, A-2 (Capt. Pollock)

1. 1 E/A Destroyed report evaluated as duplication.
2. 1 E/A Probable report evaluated as duplication.
3. None.
4. None.
5. 25 Claims submitted by Evaluation Board on this mission were 11-2-5-7. The two duplications reported above were listed as no claims.

3d Bomb Division evaluations were 9-2<sup>1</sup>/<sub>2</sub>-5-5, with credit for 4 claims being given to other A/C. The 100th Group Evaluation Board resubmitted the claim of S/Sgt. C. M. Anderson, A/C 230-G, whose claim had been credited to Claim # 22 (390th Group) because the 390th Group was too far back to have been within range of the e/a when it was shot down. The result was that S/Sgt. Anderson was given credit for 1 e/a destroyed by the 3rd Bomb Division.

For the Commanding Officer:

MARVIN S. BOWMAN  
Capt., Air Corps  
Intelligence Officer.

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HEADQUARTERS  
100TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer D-L-2

APO 559  
6 July 1944.

SUBJECT: Evaluated Combat Claims - Mission - Berlin - 19 May 1944.

TO : B-1, 100th Bomb Group (H), APO 559

1. Following is an official evaluation of combat claims from 3rd Bombardment Division for Mission - Berlin - 19 May. This is a resubmitted claim:

NAME	SQUADRON	DESTROYED	PROBABLE	DAMAGED	NO CLAIM
S/Sgt. G. H. Anderson	349				

MARVIN S. BOWMAN  
Capt., Air Corps  
Intelligence Officer.

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## INTERROGATION FORM

GROUP 100 SQD 418 A/C NO 7090 LTR            BOMB LOAD 5000 DATE 17.5.445X1000Position in formation  
(at target)

			X			
		X		X		
			X			
		X		X		
X	X				X	X
	X	X			X	X
X		X			X	X
				X	X	
				X	X	

Rank Name

Rank Name

Lt. Bethea, H. E. P T/Sgt. Hellen, W. R. TT  
 Lt. Coleman, L. E. CP S/Sgt. Symington, G. E. BT  
 Lt. Barry, R. W. N S/Sgt. Dobbins, C. C. RW  
 Lt. Reid, G. L. B S/Sgt. Skabin, E. A. LW  
 T/Sgt. Vance, R. A. RAD S/Sgt. Harris, D. W. TG

Rank

Name

Status

Casualties

Indicate Killed (K), Wounded (W), Missing (M)

## TARGET BOMBED

Time            No., Size & Type            Results Observed  
 Yours:             
 Place            On target             
 Alt            Jettisoned             
 Br't Back           

Other

Weather as it affected the Mission:

## TURNED BACK EARLY

Bomb Disposition Reason  
 Time            T. Opp.            Time             
 Place            Jett.            Place             
 Alt.            Br't back            Alt.           

## ENEMY FIGHTER OPPOSITION:

1st Attack - Place            Time            Duration            Alt             
 No.            type            Weapons             
 Tactics:           

2nd Attack - Place            Time            Duration            Alt             
 No.            type            Weapons             
 Tactics:           

Give some information on any subsequent attacks:

GROUP 100 SQD 418 A/C NO 011 LTR BOMB LOAD 5x1000 DATE 19/5/44

Position in formation  
(at target)

				X				
			X		X			
				X				
			X		X			
	X						X	
		X						X
X							X	
	X							
		X					X	
X								X
							X	
								X

Rank	Name	Rank	Name
<u>Lt. B. Williams</u>	P	<u>T/Sgt. G. L. Tricker</u>	TT
<u>Lt. E. R. Nesmith</u>	CP	<u>S/Sgt. L. C. Boyer</u>	BT
<u>Lt. W. M. Pickett</u>	N	<u>S/Sgt. E. A. Yaroch</u>	RW
<u>Lt. V. O. Breazeale</u>	B	<u>S/Sgt. W. V. Goos</u>	LW
<u>T/Sgt. M. H. Evans</u>	RAD	<u>S/Sgt. L. E. Nord</u>	TG

	Rank	Name	Status
Casualties			

Indicate Killed (K), Wounded (W), Missing (M)

TARGET BOMBED

Time_____	No.,Size & Type	Results Observed
Place_____	On target_____	Yours:
Alt_____	Jettisoned_____	
	Br't Back	

Other

Weather as it affected the Mission:

TURNTD BACK EARLY

Bomb Disposition		Reason
Time _____	T. Opp. _____	Time _____
Place _____	Jett. _____	Place _____
Alt _____	Br't back _____	Alt. _____

FLEET FIGHTER OPPOSITION:

1st Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt \_\_\_\_\_  
No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
Tactics: \_\_\_\_\_

2nd Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt \_\_\_\_\_  
No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
Tactics: \_\_\_\_\_

Give some information on any subsequent attacks:



HEADQUARTERS  
100TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer

D-I-5

APO 559  
19 May 1944

SUBJECT: Combat Forms.

TO : Commanding General, 3rd Bomb Division, APO 559,  
Attn: AC of S, A-2.

1. Submitted herewith are two Combat Duplication Forms and 23 Combat Report in triplicate for the Mission of 19 May, 1944.

MARVIN S. BOWMAN,  
Capt., Air Corps,  
Intelligence Officer.

# INTERROGATION FORM

GROUP 100 SQD 350th A/C NO 37807 LTR 10 X 500 M-17 BOMB LOAD 10 X 500 M-17 DATE 19/5/44

Position in formation  
(at target)

Rank Name

Rank Name

<u>Lt. J P Rogers</u>	<u>P</u>	<u>T/Sgt. D L Kendall</u>	<u>TT</u>
<u>Lt. R B Lawler</u>	<u>CP</u>	<u>S/Sgt. R E Gately</u>	<u>BT</u>
<u>Lt. F A Meade</u>	<u>N</u>	<u>S/Sgt. C W Brooks</u>	<u>RW</u>
<u>Lt. B C Liberman</u>	<u>B</u>	<u>S/Sgt. C F Cherry</u>	<u>LW</u>
<u>T/Sgt. T S Guralski</u>	<u>RAD</u>	<u>S/Sgt. A R Fiore</u>	<u>TG</u>

Casualties Rank Name Status  
Lt. F. A. MEAD - 20mm back of ear (W)  
S/Sgt. C. F. CHERRY - 20" over eye (W)  
 Indicate Killed (K), Wounded (W), Missing (M)

## TARGET BOMBED

Time \_\_\_\_\_ No., Size & Type \_\_\_\_\_ Results Observed  
 Yours:

Place BERLIN On target 10 X 500 M-17  
dropped on lead A/c.  
 Jettisoned \_\_\_\_\_

Alt \_\_\_\_\_ Br't Back \_\_\_\_\_

Other

Weather as it affected the Mission:

clouds to 22,000' delayed take-off for Eng. coast  
for 49 min.

## TURNED BACK EARLY

Bomb Disposition		Reason
Time _____	T. Opp. _____	Time _____
Place _____	Jett. _____	Place _____
Alt. _____	Br't back _____	Alt. _____

## ENEMY FIGHTER OPPOSITION:

1st Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt \_\_\_\_\_  
 No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
 Tactics: \_\_\_\_\_

*Same as 1st Group.*

2nd Attack - Place \_\_\_\_\_ Time \_\_\_\_\_ Duration \_\_\_\_\_ Alt \_\_\_\_\_  
 No. \_\_\_\_\_ type \_\_\_\_\_ Weapons \_\_\_\_\_  
 Tactics: \_\_\_\_\_

Give same information on any subsequent attacks:

ANTI-AIRCRAFT FIRE: (Separate Interrogation form)

FRIENDLY AIRCRAFT LOST OR IN DISTRESS

(Group and A/C No. - Condition -  
where down - chutes - any unusual  
occurrences of interest - your altitude)

- ① B-17 flying alone at  
approx. 1520 - group unknown.  
5-6 chutes seen. A/c was  
flying slow with left wing down.

OBSERVATIONS OF CREW

⑥ There were no emergency escape kits aboard A/c.

⑤ all crew suggest tighter lock be devised for radio room door so water can't force it.

CREW SUGGESTIONS

- ① All crew wants to compliment P-38's - they were setting around like mother chicks when we ditched.
- ② all crew wants to stick to schedule on long missions where gas & oxygen is figured closely, or attack closer alternate targets.
- ③ all crew wants more CO<sub>2</sub> so that dinghies can be inflated fully - also cigarettes installed therein.
- ④ Pilot - Want camera hatch closed when no camera installed - water coming thru open hatch injured a man. pushed floor boards up and

FIGHTER SUPPORT

A/c was ditched & sank in 45 sec.

~~THIS SHIP (WAS) (WAS NOT) SERIOUSLY / SLIGHTLY DAMAGED BY (AA) (E/A).~~

INTERROGATORS NAME

JFC

CONFIDENTIAL

A B-2. 6(1-8-43)

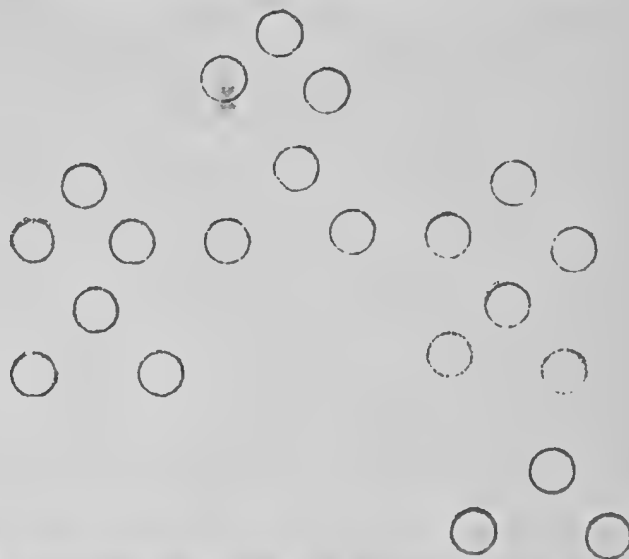
## COMBAT REPORT

GROUP 100 SQN. 349 A/C 210 DATE 19 May 1944  
 WHERE ATTACK TOOK PLACE North of Kiel HEIGHT 10,500 TIME 19:27

Our Heading 240°  
 Type of E/A F-190  
 Clock Pos. 1050  
 Attack Level Level to high

MARK A/C ATTACKED AND CLOCK POSITION

DO NOT  
 WRITE IN  
 THIS SPACE



## COMPLETE STORY OF THE ATTACK:

12 E/A were called were called out approaching from 5 o'clock flying a parallel course to our wing formation. I first saw them at about 9 o'clock about 2,500 yards out. At a 10 o'clock position 1 E/A broke away from the group, dived down and started pulling up toward the lead element of our lead squadron. (The other E/A were scattered by 4-47 escort fighters). I followed this E/A which turned out to be an F-190, and opened fire on him when he started pulling up toward our element when 1000-1200 yards out. I fired 75-1 C rounds in short bursts as E/A closed in to 500 yards. When it reached this point E/A seemed to lose its forward motion with his nose still pointed toward us. It then fell away backwards and spiralled down slowly. I watched him until he plunged into the waters of Kiel Bay.

Then 1st Lt. Anderson called this E/A. I saw it falling slowly. I watched it go down spiraling and saw it hit the water. It seemed to go straight down when it got near the water and hit with a big splash behind and to the left of our E/A. I do not believe that the enemy pilot got out of this plane.

Gunner responsible for E/A damage: 1st Lt. C. B. Anderson Position 310

Other gun positions firing on the same E/A None

Other A/C firing at the same time at the same E/A: A/C Nos. \_\_\_\_\_

If E/A was shot down or damaged: Corroborated by:

Sgt. E. C. Wilson A/C No. 230 Position in A/C 70  
 \_\_\_\_\_ A/C No. \_\_\_\_\_ Position in A/C \_\_\_\_\_  
 \_\_\_\_\_ A/C No. \_\_\_\_\_ Position in A/C \_\_\_\_\_

Board evaluation: Destroyed

Comments of Interrogator: This claim is resubmitted because both 1st Lt. Anderson and Sgt. Wilson are certain that the 1st Low Group was much too far back for any of its gunners to have been within range of this E/A. It was even at long range for the E/A in our low squadron.

INTERROGATOR Capt. Charles E. Terry Time \_\_\_\_\_

If formation varied widely from standard, show by diagram on back of this sheet.  
 In reproducing this form, no changes will be made.

HEADQUARTERS  
STATION #139  
A.P.O. 559

D-A-2

20 May 1944.

SUBJECT: Special Interrogation Forms, Mission - Berlin - 19 May 1944.

TO : Commanding Officer, 13th Combat Wing, APO 559  
Attn: AC of S, A-2

1. Transmitted herewith completed standard (S-2) interrogation form and completed special lead crew interrogation form for 100th Bomb Group flying with the 390th "B" Group, per 13 CBW Instructions No. 55-26 and 55-26A. Also transmitted herewith are same forms completed for lead A/C of high squadron of 100th Bomb Group - lead A/C of Group were PFF's and did not return to this Station for interrogation.

For the Commanding Officer:

MARVIN S. BOWMAN  
Capt., Air Corps  
Intelligence Officer.

Incl -

as above

S-E-C-R-E-T  
HEADQUARTERS 100 BOMB GROUP (H)  
APO 559

LEAD CREW INTERROGATION FORM (1)

Actg. Com'd Pilot None

Pilot: Lt. J. F. Massol  
(Leader High Squadron)

: SECRET :

: AUTH: :

: INIT: :

: DATE: :

Target Berlin

Date:

19 MAY 1944

NOTE: Formation led by 2 PFF whose crews did not return to this Station for interrogation

1. Aircraft No. (2) 047 (~~PFF~~) GROUP 100

(a) Communications Jamming serious starting at Denmark.

(b) Failure of Aircraft or accessories None until after A/C suffered battle damage.

(c) Remarks: Lost #1 engine and pilot's oxygen over target. Result was very sloppy lead. Fell back over Denmark. Second element leader took over, and this A/C stacked down on wing men during fighter attacks.

2. Assembly and Control Points: (3)

(a) Group Assembly: Good

(b) Combat Wing Assembly: Good

(c) Division Assembly: Also good, but broken up by high clouds. Leader did 2 360° until reassembly above clouds. Left English coast 45 minutes late.

S-E-C-R-E-T

- 2 -

2 56/18-5-44

(d) Control Points in: \_\_\_\_\_

(e) I.P.-Bomb Run-R.P.: \_\_\_\_\_

(f) Control Points Out: \_\_\_\_\_

3. Formation (4) (a) On leaving English Coast **Straggling due to clouds and high altitude.**

(b) Crossing Enemy  
coast **Good**

(c) To IP **Fair to good.**

(d) On bomb run **Good**

(e) Immediately  
after R.P. **Unobserved;**  
**A/C suffered battle damage at this point.**

(f) Enroute out: \_\_\_\_\_

4. Abortions after leaving despatch point: \_\_\_\_\_

5. Remarks on tactics employed: **Large groups of E/A attacked from head on high and continued through level under formation.**



S-E-C-R-E-T  
HEADQUARTERS BOMB GROUP (H)  
APO 559

LEAD CREW INTERROGATION FORM (1)

Actg. Com'd Pilot Lt. H. B. Howard

: SECRET :

: AUTH: :

: INIT: :

: DATE: :

Target Japan

Pilot:                     

Date: 19 May

1. Aircraft No. (2)                      (PFF) GROUP 100<sup>th</sup> with 390E.

(a) Communications VHF didn't operate at all. (bombed)

mission ship.

(b) Failure of Aircraft or accessories Interphone out because

rad unit not attached. "L" not on.

(c) Remarks:                     

2. Assembly and Control Points: (3)

(a) Group Assembly: as briefed

(b) Combat Wing Assembly: as briefed, except we flew on

up instead of right hand side.

(c) Division Assembly: as briefed, except we flew on

up instead of right hand side.

at Base in 100<sup>th</sup> line.

S-E-C-R-E-T

(d) Control Points in: All points were approximately 47 minutes late.

(e) I.P.-Bomb Run-R.P.: Just slightly to right on turning into I.P. Then we got back on course & made it good.

(f) Control Points Out: All points were approx. 49 minutes late but being over the sea we drifted approx. 50 miles to right.

3. Formation (4) (a) On leaving English Coast Groups were in good shape despite coming thru clouds & having B-24's climbing into us.

(b) Crossing Enemy coast - tighter than usual & as expected

(c) To IP same as (b)

(d) On bomb run same as (c)

(e) Immediately after R.P. same as (d)

(f) Enroute out: same as (e)

4. Abortions after leaving despatch point: None out of our group.

5. Remarks on tactics employed: Slight turn away from light attacks & counterattacks weaving as a group under attack - these absolutely passed up light attacks.

S-E-C-R-E-T  
HEADQUARTERS 100 BOMB GROUP (H)  
APO 559

*Composite*

LEAD CREW INTERROGATION FORM (1)

Actg. Com'd Pilot Lt. H. B. Howard

: SECRET  
: AUTH: \_\_\_\_\_  
: INIT: \_\_\_\_\_  
: DATE: \_\_\_\_\_

Pilot: Lt. R. F. J. Malooly

Target Berlin

Date: 19 MAY 1944

1. Aircraft No. (2) 534 (PFF) GROUP 100 W/390-B

(a) Communications VHF didn't operate at altitude. (Sometimes it did, so maybe it wasn't properly grounded). Never heard weather ship.

(b) Failure of Aircraft or accessories Interphone out because radio mike switch stuck. "G" box out.

(c) Remarks: \_\_\_\_\_

2. Assembly and Control Points: (3)

(a) Group Assembly: As briefed

(b) Combat Wing Assembly: As briefed, except we flew on left instead of right of lead group.

(c) Division Assembly: Late because we were circling on account of clouds. Division assembled at Cromer at 1136 hours.

(d) Control Points in: All points were approximately 49 minutes late.

(e) I.P.-Bomb Run-R.P.: Just slightly to right in turning into I.P.  
Thereafter got back on course and made it good.

(f) Control Points Out: All points were approximately 49 minutes late, but  
going over North Sea we drifted approximately 50 miles to right.

3. Formation (4) (a) On leaving English Coast Groups were in good shape in spite  
of climbing through clouds and having B-24's climbing  
into us.

(b) Crossing Enemy  
coast Tighter than usual and as  
briefed.

(c) To IP  
Same as (b)

(d) On bomb run  
Same as (c)

(e) Immediately  
after R.P.  
Same as (d)

(f) Enroute out: Same as (e)

4. Abortions after leaving despatch point: None out of our Squadron

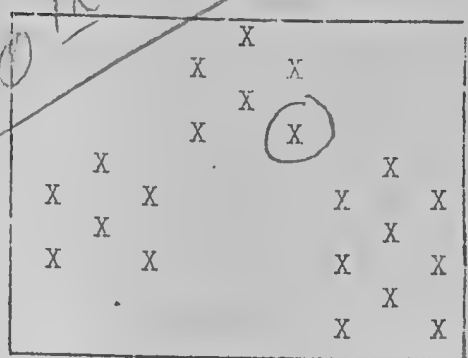
5. Remarks on tactics employed: Slight turns away from fighter attacks and  
constantly weaving as a Group under attacks. These "absolutely messed up  
fighter attacks."

INTERROGATION FORM

GROUP 100 SQD 349 A/C NO 347 LTR 500 BOMB LOAD 10 x 500 DATE 19.5.44  
5X1000

Position in formation  
(at target)

100



Rank	Name	Rank	Name
Lt. Roeder, R. G.	P	T/Sgt. Ensom, W. D.	TT
Lt. <u>D.J. Roth</u>	CP	S/Sgt. McElroy, N. E.	BT
Lt. Robison, C. E.	N	S/Sgt. Cebalo, F. F.	RW
Lt. Maddox, J. H.	B	S/Sgt. Poklemba, W.	LW
T/Sgt. Goldstein, F.	RAD	S/Sgt. Lombardi, A.	TG

Casualties  
Rank Name Status  
Indicate Killed (K), Wounded (W), Missing (M)

TARGET BOMBED

Time 1420 No., Size & Type 5 X 1000  
Place Burlington On target 5 X 1000  
Alt 14000 Jettisoned  
Br't Back

Results Observed  
Yours:  
Knocked out PTF  
Caused it have  
ruined city

Weather as it affected the Mission:

Down - 7.10 Cumulus  
TURNED BACK EARLY

Time	Bomb Disposition	Reason
T. Opp.		
Place	Jett.	
Alt.	Br't back	

ENEMY FIGHTER OPPOSITION:

1st Attack - Place 5435-1100E Time 1517 Duration 20' Alt 19000  
No. 40 type ME 109 Weapons 20 mm

Tactics: Playing out at 9000ft - 2 came in  
1st attack - got our 607H - then 2nd  
came on head on and then went off  
the repeated. E/F then hit our T/R.

2nd Attack - Place 5435-0908 Time 1539 Duration 1' Alt 19000  
No. 20-25 type ME 109 Weapons 20 mm

Tactics: Parried at us but turned away  
P-51 came along. E/F attacks in 2nd  
3 ships then fight

Give same information on any subsequent attacks:

ANTI-AIRCRAFT FIRE: (Separate Interrogation form)

FRIENDLY AIRCRAFT LOST OR IN DISTRESS

(Group and A/C No. - Condition -

where down - chutes - any unusual

occurrences of interest - your altitude)

*D B 17 - 1539 - (5432-0908E) went down - saw 6 chutes - appeared under AFE - went below - half of chutes gone - in engine tail off - no chutes.*

*D B 17 - 1539 - (5432-0908E) went down - saw 6 chutes - appeared under AFE -*

*(2) B 17 at (5435-1100E) going down - no other info.*

OBSERVATIONS OF CREW

*Saw smoke down near target. Many dead bodies in Luedick and Neckarburg Bays.*

*At AFE Pivity can't explain and no plane down at 5435.*

CREW SUGGESTIONS

*Want list for the survivors. Want more search for victims - mission is over.*

FIGHTER SUPPORT

*Loss of them was great - late.*

THIS SHIP (WAS) (WAS NOT) SERIOUSLY / SLIGHTLY DAMAGED BY (AA) (E/A).

INTERROGATORS NAME

## BRIEFING

DATE 19 May 1944

BRIEFING 9.

1. TARGETS: (IMPORTANCE, SIZE & IDENTIFYING CHARACTERISTICS)

A. PRIMARY TARGET: MPI is approx. 1 mi. due East.

FRIEDRICHSTRASSE STATION - this is the badly damaged section of Berlin.

200's - 10 May -  
29 Apr - hit in air ministry, etc. - none in our present area.

B. ~~SECONDARY TARGET~~: L.R. MP1 - assembly or sub-assembly shop.

Postobito - A/P of approx. 13 mi. NW of HEINKEL 111's & experimental site.  
Western shore of ~~water~~ estuarine water. Water of 4 different types.  
& water color. 3 mi. NW of center of Postobito & 4 mi. SE of Baltic Sea coast. 111's experimental site.  
E. side of Postobito - main. K. of 111's experimental site.

C. **LAST RESORT:** T.O. KIEL - Submarine & ship cannery

Further into KIEL FIORD. 10,000 T. cruiser PHOENIX. 2. 46. 1. 1  
Further westward. 10,000 T. cruiser PHOENIX. 2. 46. 1. 1  
(3rd highest in general). 8 ships (Academy) - maximum capacity 22 x 500

2. ROUTE:

A. FROM ENEMY COAST TO I.P.

Positive on  $\text{Fe}^{3+}$  test.  $\text{Fe}^{3+}$  test is positive.  
at I.R. positive on  $\text{Fe}^{3+}$  test.  $\text{Fe}^{3+}$  test is positive.

B. FROM I.P. TO TARGET:

## C. TO THE LORD:

3. OTHER DEFENSES:

## A. SMOKE SCREENS

London.

450 (150)

1. 2. 3.

48

1. 1. 1.

120

B. DECOYS:

Rev. Mr. [illegible]  
[illegible]

21-6111

1900

21162:

14.

5

1. 2.

1890

(over 5)





SECRET

**20. A. FIGHTING CAPABILITY.**

### 2. FINANCIAL ACTIVITIES:

ONE DIV, FORCES ARE ATTACKING TARGET GY-4779 DEPARTING  
ENGLISH COAST AT ZERO FIVE 40. ROUTE IS:

C. A. TALBOT

CH-57: MPI 074006/6 4 PGS.

07-1034; MPI 08/02/9 4 PGS.

01-5-1990 4 U.S.

CON. HG. 3 OPS. 16 A/C PER GP. PLUS 3 AIRBORNE SPARES.

17 COM. HG. PS. 17 A/C DET 37. BLUE 5 AIRBORNE SPARES.

45 CO2. UG. 1 CPS. 12 A/C PER GP. PLUS 3 AIRBORNE GRADES.

(1)	AMOUNT 10	(0,000)	ZERO MINUS	1
	AMPLIFIER 6		ZERO PLUS	6
	AMPLIFIER 9	(0,000)	ZERO PLUS	90

TITINGS ARE FOR 13A WG. 13B WG. ADD 2 HINS., 4 WG.  
 ADD 4 HINS., 35 WG. ADD 6 HINS.

17A	1701	C
17B	1701	C
17C	1701	GU
17D	1701	D

17-0700	(1000)	ZERO PLUS 20
18-0800	(REACH 20,000)	ZERO PLUS 106
19-0900		ZERO PLUS 119
20-1000		ZERO PLUS 154
21-1100	(I.P.)	ZERO PLUS 191
22-1200		ZERO PLUS 205
23-0100	(I.P.)	ZERO PLUS 211
24-0200	(START DESCENT TO 20,000)	ZERO PLUS 216
25-0300		ZERO PLUS 240
26-0400		
27-0500		ZERO PLUS 260
28-0600		ZERO PLUS 280
29-0700	(START DESCENT TO MIN ALT)	ZERO PLUS 322
30-0800		ZERO PLUS 360

TABLE 4.—2000 12A WLC.

7. BOMBING ALTITUDE.

LEAD: GRS: 20,000 FT.

8. A. WING ORDER AND STRENGTH.

- (1) 13A WG. - 3 GRS.
- (2) 13B WG. - 3 GRS.
- (3) 13C WG. - 3 GRS.
- (4) 13D WG. - 3 GRS.

X. (1) ZERO HOUR: 1030 DEBT 19 MAY 48

(2) BOMB LOAD:

1 GP. EACH WG: 5 X 1000 LB. G.P. FUSING 1/10, 1/40  
1 GP. EACH WG: 10 X M-17 I.D.'S  
1 GP. EACH WG: 42 X M-47 I.D.'S

(3) M-17 CLUSTERS WILL BE SET TO BREAK UP AT 6,000 FT.

(4) INTERVAL METER SWING: 900 FT.

(5) DISPOSITION OF PFF:

13A WG. 3 PFF FROM 96 GP.  
13B WG. 3 PFF FROM 96 GP.  
13C WG. 3 PFF FROM 96 GP.  
13D WG. 3 PFF FROM 96 GP.

(6) REFERENCE ALTITUDE: 20,000

(7) IF ANY BOMBER WING IS NOT WITH THE DIVISION FORMATION AND IS WITHOUT FIGHTER COVER ON PENETRATION PRIOR TO REACHING 1030Z THE WING WILL TURN AND ATTACK GR-3589. 5

(8) UNUSED SPARES WILL RETURN AT 0300Z.

(9) WINGMEN WILL FLY FLAT ON ELEMENT LEADERS.

(10) VHF CODE WORD AT I.P. PATHFINDER: YELLOW FLARE.  
VISUAL : RED FLARE.

(11) IF CONTROLS ARE MALFUNCTIONING LOCATE WING RIGHT AND RETURN TO BASE AT 1030Z.

1. URGENT - 1001 WAS DAMAGED FIELD CATER TO THIS HEADQUARTERS.

2. GTR: EASTERN MONTANA, SOUTHERN MONTANA, NORTH-EASTERN CALIFORNIA

C. ME D/F SECTION "G"

## 7. AUTHENTICATION:

W/ 0077 2012 FOR "U/T"

1947

WATKINS, J. W. (1964) *Phytoplankton of the Chesapeake Bay*. Maryland Department of the Environment and Natural Resources, Technical Report 1.

**UNITED STATES DEPARTMENT OF AGRICULTURE**

RECEIVED: 1967 JAN 11 10 11 AM

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THE VI

1079; VILCOVIC 1980-1983

1. 1950-1951

PG: VILKOVIC 310 23

LONG DISTANCE CALLS - 250

USAF FORM 8750-1 (2-65)

1990

60 (continued)

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 01-21-2009 BY 60322 UCBAW/SJS

THE FOLLOWING ARE THE RESULTS OF THE INVESTIGATION UNTIL  
LEAVING THE AREA OF THE INVESTIGATION IN THE AREA OF  
CALIFORNIA. THE RESULTS OF THE INVESTIGATION ARE AS FOLLOWS:  
THE FOLLOWING ARE THE RESULTS OF THE INVESTIGATION UNTIL  
LEAVING THE AREA OF THE INVESTIGATION IN THE AREA OF  
CALIFORNIA. THE RESULTS OF THE INVESTIGATION ARE AS FOLLOWS:

## 1. DUTY OF CALLING:

**THE UNIVERSITY OF CHICAGO**

... 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678,

10-07-60 11:30 AM

Q. SPD: 100 PARA 100 CO: 100

1. 1990 2. 1991 3. 1992 4. 1993 5. 1994 6. 1995 7. 1996 8. 1997 9. 1998 10. 1999 11. 2000 12. 2001 13. 2002 14. 2003 15. 2004 16. 2005 17. 2006 18. 2007 19. 2008 20. 2009 21. 2010 22. 2011 23. 2012 24. 2013 25. 2014 26. 2015 27. 2016 28. 2017 29. 2018 30. 2019 31. 2020 32. 2021 33. 2022 34. 2023 35. 2024 36. 2025 37. 2026 38. 2027 39. 2028 40. 2029 41. 2030 42. 2031 43. 2032 44. 2033 45. 2034 46. 2035 47. 2036 48. 2037 49. 2038 50. 2039 51. 2040 52. 2041 53. 2042 54. 2043 55. 2044 56. 2045 57. 2046 58. 2047 59. 2048 60. 2049 61. 2050 62. 2051 63. 2052 64. 2053 65. 2054 66. 2055 67. 2056 68. 2057 69. 2058 70. 2059 71. 2060 72. 2061 73. 2062 74. 2063 75. 2064 76. 2065 77. 2066 78. 2067 79. 2068 80. 2069 81. 2070 82. 2071 83. 2072 84. 2073 85. 2074 86. 2075 87. 2076 88. 2077 89. 2078 90. 2079 91. 2080 92. 2081 93. 2082 94. 2083 95. 2084 96. 2085 97. 2086 98. 2087 99. 2088 100. 2089 101. 2090 102. 2091 103. 2092 104. 2093 105. 2094 106. 2095 107. 2096 108. 2097 109. 2098 110. 2099 111. 2100 112. 2101 113. 2102 114. 2103 115. 2104 116. 2105 117. 2106 118. 2107 119. 2108 120. 2109 121. 2110 122. 2111 123. 2112 124. 2113 125. 2114 126. 2115 127. 2116 128. 2117 129. 2118 130. 2119 131. 2120 132. 2121 133. 2122 134. 2123 135. 2124 136. 2125 137. 2126 138. 2127 139. 2128 140. 2129 141. 2130 142. 2131 143. 2132 144. 2133 145. 2134 146. 2135 147. 2136 148. 2137 149. 2138 150. 2139 151. 2140 152. 2141 153. 2142 154. 2143 155. 2144 156. 2145 157. 2146 158. 2147 159. 2148 160. 2149 161. 2150 162. 2151 163. 2152 164. 2153 165. 2154 166. 2155 167. 2156 168. 2157 169. 2158 170. 2159 171. 2160 172. 2161 173. 2162 174. 2163 175. 2164 176. 2165 177. 2166 178. 2167 179. 2168 180. 2169 181. 2170 182. 2171 183. 2172 184. 2173 185. 2174 186. 2175 187. 2176 188. 2177 189. 2178 190. 2179 191. 2180 192. 2181 193. 2182 194. 2183 195. 2184 196. 2185 197. 2186 198. 2187 199. 2188 200. 2189 201. 2190 202. 2191 203. 2192 204. 2193 205. 2194 206. 2195 207. 2196 208. 2197 209. 2198 210. 2199 211. 2200 221. 2201 222. 2202 223. 2203 224. 2204 225. 2205 226. 2206 227. 2207 228. 2208 229. 2209 230. 2210 231. 2211 232. 2212 233. 2213 234. 2214 235. 2215 236. 2216 237. 2217 238. 2218 239. 2219 240. 2220 241. 2221 242. 2222 243. 2223 244. 2224 245. 2225 246. 2226 247. 2227 248. 2228 249. 2229 250. 2230 251. 2231 252. 2232 253. 2233 254. 2234 255. 2235 256. 2236 257. 2237 258. 2238 259. 2239 260. 2240 261. 2241 262. 2242 263. 2243 264. 2244 265. 2245 266. 2246 267. 2247 268. 2248 269. 2249 270. 2250 271. 2251 272. 2252 273. 2253 274. 2254 275. 2255 276. 2256 277. 2257 278. 2258 279. 2259 280. 2260 281. 2261 282. 2262 283. 2263 284. 2264 285. 2265 286. 2266 287. 2267 288. 2268 289. 2269 290. 2270 291. 2271 292. 2272 293. 2273 294. 2274 295. 2275 296. 2276 297. 2277 298. 2278 299. 2279 300. 2280 301. 2281 302. 2282 303. 2283 304. 2284 305. 2285 306. 2286 307. 2287 308. 2288 309. 2289 310. 2290 311. 2291 312. 2292 313. 2293 314. 2294 315. 2295 316. 2296 317. 2297 318. 2298 319. 2299 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 54

DATE OF CALLS: 10/10/77

# LEAD

CCF. . . VA 1074- EASTERN . . . CAROLINA  
AS FOR CURE

ST. CATHARINE AS STONE

TOD 10/11/68 CDM AND CMC

USLIST 21- V. C. 15 17 18 19

FROM CITE 10/0 000  
TO USLIST 21-10  
OIFM  
OIFM  
OIFM

Red  
000  
19/00  
ofc

SECRET 3 B.D. M-197-E

# 1. A. FIGHTER SUPPORT

RENDEZVOUS	TYPE	CALLSIGN
5413-0900	P-51S (SAF)	BALANCE 2-1
5315-1120	P-51S (SAF)	BALANCE 2-2
500-1330	P-51S (SAF)	BALANCE 2-3
5418-1220	P-38S (SAF)	BALANCE 2-4
5428-1120	P-38S (SAF)	BALANCE 2-5

NOTE: SIX GPS P-51S AND TWO GPS P-38S WILL ESCORT 1ST DIVISION FORCES

FOUR GPS P-47S AND TWO GPS P-38S WILL SUPPORT 2ND DIVISION FORCES.

ONE GP P-51S (BALANCE 1-5) WILL REPORT WEATHER TO 1ST AND 2ND DIVISIONS, ARRIVING AT 5340-1022 10 MINS BEFORE FIRST BOMBER TIME, PROCEEDING TO TARGET, AND WILL REPORT WEATHER AND CLOUD COVER, THEN SUPPORT 1ST DIVISION ON RETURN ANAL.

SAF. P-38'S (CALLSIGN BALANCE 2-5) WILL BE AT 5428-1120 10 MINUTES AFTER LAST BOMBER DEPARTS TO PROTECT STRAGGLERS.

## 2. D. CORRECTED TIMINGS:

SPLASHER 5	(CP "1") (2,000)	ZERO PLUS 20
5430-0800	(CP "2")	ZERO PLUS 135
5413-0900	(F.R.)	ZERO PLUS 150
5428-1022	(CP "3") (REACH 20,000)	ZERO PLUS 173
5315-1120	(F.R.)	ZERO PLUS 191
5444-1220	(I.R.)	ZERO PLUS 210
TARGET		ZERO PLUS 221
5244-1348	(R.P.)	ZERO PLUS 230
5300-1338	(F.R.) (START DESCENT TO 20,000)	ZERO PLUS 235
5418-1220	(CP "4") (F.R.)	ZERO PLUS 250
5428-1120	(F.R.)	ZERO PLUS 260
5438-1300		ZERO PLUS 284
5430-0800		ZERO PLUS 305
5440-0800	(START DESCENT TO MIN ALT)	ZERO PLUS 341
SPLASHER 2		ZERO PLUS 388

3. K. (12) ALL TIMINGS CALCULATED AT 150 I.A.S. CLIMB TO BE AT 150 I.A.S., FOR F.P.

(13) TIMINGS ARE COMPUTED STARTING CLIMB AT APPROX. 0400E. CLIMB MAY BE STARTED AT 0400E AT THE DISCRETION OF THE DIVISION LEADER.

## 4. COMMUNICATIONS

### 4. A. AIR:

500 GP: 000 PORE  
500 GP: 010 PORE  
500 GP: 040 PORE

-- L F M A Y --

700 10/0 000 ONE AT  
AS FOR

TAC 2.....10/0 000 ONE AT

19 May 1944  
0100

STAND BY FOR FORTY EIGHT

USLIST 35-76 V OITHE NO 1 OF

FROM OITHE 11/04103  
TO USLIST 35-76

URGENT 3 1.0. 11-11-44

ADVANCE INTELLIGENCE ANNOT TO 1 TO F.O. 311

TO 11/04103

THE WAS BEEN SELECTED IN AREA OF LEAST DEVEGETATION. IF  
THE THIS TARGET IS 1000-1100.

FLAW

SOME WEATHER FLAW WILL PROBABLY BE ENCOUNTERED FROM DIFFERENT  
SOURCES IN THE AREA OF THE WEST PACIFIC COAST. THEREFORE CARE SHOULD  
BE TAKEN TO FOLLOW STRICTLY TO THE POINTS MARKED AND ENTERED.  
CONSIDER THROUGH TARGET AREA IS GOOD. ABOUT 1.0 GMS WILL BE NEEDED  
TOGETHER AT THIS POINT. THE DEFENSES OF HONOLULU SHOULD BE AVOIDED AS  
MUCH AS POSSIBLE. THE STRONG ADVANCED DEFENSES OF HONOLULU AND BOSTON.  
THESE ARE SMALL DEFENSES AT HONOLULU. THE DEFENSES OF HONOLULU AND  
BOSTON SHOULD BE WELL AVOIDED BY FOLLOWING A LIMITED COURSE.  
HOWEVER, SOME WEATHER FLAW MAY BE ENCOUNTERED FROM INDEFINITE  
DIRECTION IN THIS AREA. ONLY A FEW WEATHER FLAWS ARE WELL KNOWN.

-- L E M A Y --

YOU 11/04103 ONE AR

11/04103

VIA 11/04103 AND 11/04103 11/04103 11/04103 11/04103 11/04103

19 May  
0128  
-921

UNCLAS 61-80 V GENT RE 2 02

FROM JINT 12/01/80  
TO POLIST 6-81

SECRET 3 S.P. H-100-E

AND INTELLIGENCE ANNEX TO 3 S.P. FIELD ORDER 254.

SECONDARY: NONE.

LAST REPORT: GY 4834

NPI 074044/2

ALL WGS

IN EVENT FORMATION IS PREVENTED BY CLOUD CONDITIONS FROM  
PENETRATING TO PRIMARY TARGET, SUGGESTED TARGET OF OPPORTUNITY  
IS GR 12 3.

NOTE: THE LAST REPORT AND TARGET OF OPPORTUNITY HAVE BEEN  
-----  
SENT UP AT A CONSTANTLY DISTANCE FROM THE PRIMARY TARGET  
DUE TO THE FACT THAT WEATHER CONDITIONS SHOULD BE  
SUBSTANTIALLY BETTER IN THE NORTHERN COASTAL REGIONS.

-- L E H A Y --

END 12/01/80 GY 4834



dw

102

7/1/41

SECRET BY TOP F.O. AUTH

USLIST SA-SC V OTHER ...

FROM CIVIL 12111-00

TO USLIST SA-SC

CIVIL  
1-10  
CIVIL

SECRET BY TOP F.O. AUTH

ANNEX NO. 2 TO F.O. FIELD CIRCULAR

CHANGE C.C. REVISION ASSEMBLY ALTITUDE TO READ:  
10,000 FEET (PREVIOUS 10,000 FEET).

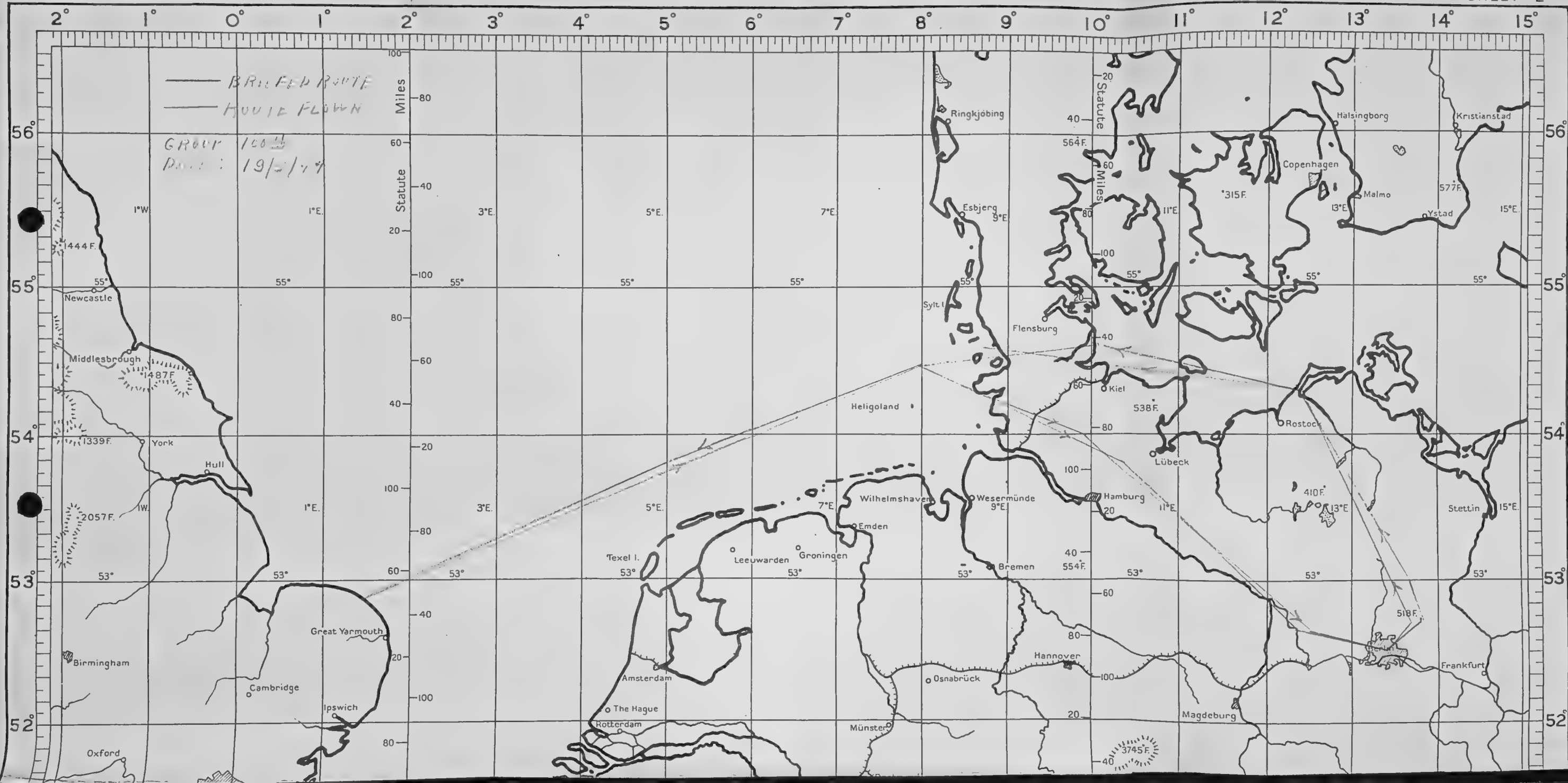
CHANGE B.K. (1) THIS NOW TO READ:

1100 FEET TO MAY 1944 (PREVIOUS 1100 FEET)

AS VOLT AT  
TOD 10/1/10

PLAC C. FOR D USE

PLAC C. .... 10/10000 EVALUATE



CONFIDENTIAL

4 BT A-2. 6(1-8-43)

# COMBAT REPORT

GROUP 100th SQN. 349 A/C 230 DATE May 19

WHERE ATTACK TOOK PLACE N of Hail HEIGHT 18,500 TIME 1529

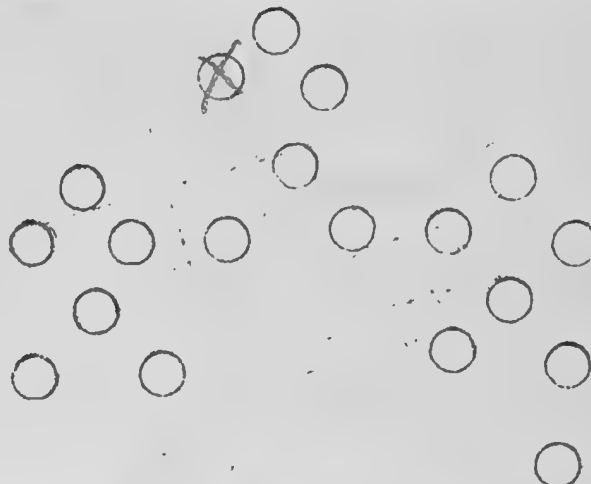
Our Heading 258

Type of E/A 7W190

Clock Pos. 1030

Attack Level Low

MARK A/C ATTACKED AND CLOCK POSITION



DO NOT

WRITE IN

THIS SPACE

## COMPLETE STORY OF THE ATTACK:

10:30 a/c came around from 10 o'clock to 10:30. I followed them all around firing at 4 the first <sup>formation</sup> looks like they were in formation. As the one broke away from the main group at 10:30 I started on him - he dumped out fuel - he came to 6000 yards then went into a steep climb. I saw him but the water at 7 o'clock.

Gunner responsible for E/A damage: LANE, G. M. Position 1 W

Other gun positions firing on the same E/A \_\_\_\_\_

Other A/C firing at the same time at the same E/A: A/C Nos. \_\_\_\_\_

If E/A was shot down or damaged: Corroborated by:

CRAZIER, D. H. S91 A/C No. 230 Position in A/C RADIO

\_\_\_\_\_ A/C No. \_\_\_\_\_ Position in A/C \_\_\_\_\_

\_\_\_\_\_ A/C No. \_\_\_\_\_ Position in A/C \_\_\_\_\_

Comments of interrogator:

Board: NC - duplication of claim by BT of same A/C at 1527.

INTERROGATOR SF/12 Time \_\_\_\_\_

If formation varied widely from standard, show by diagram on back of this sheet. In reproducing this form, no changes will be made.

CONFIDENTIAL

# COMBAT REPORT

1-2. 6(1-3-43)

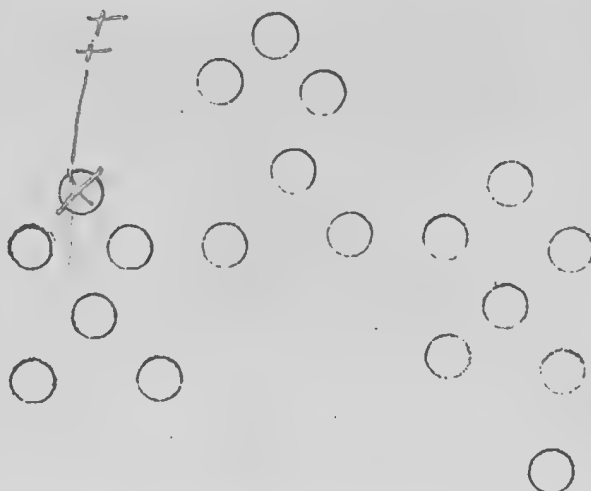
REMARKS: 000 SQU. 418 / 7065 DATE 24 May 19

DEFENSE UNIT OR  
CLOCK PLACE 5446-0955 HEIGHT 18,000 TIME 1530

MARK A/C ATTACKED AND CLOCK POSITION

Our Heading	<u>260</u>
One of E/A	<u>Fw 190</u>
Clock Pos.	<u>12100</u>
Attack Level	<u>Low</u>

DO NOT WRITE IN THIS SPACE
----------------------------------



COMPILED STORY OF THE ATTACK:

2 Fw 190 came in directly at nose. 9 miles out and 4000 ft. It fired at 10000 ft. about 12000 ft. A ground crew came under our A/C. P. E/A came in head-on toward my A/C. I tried to pull up to miss it. It was smoking or it passed under me. B.T. This E/A passed under me. Fine view coming out right side of fuselage E/A was gliding down when I saw it hit.

Gunner responsible for E/A damage: St. G. 418 Position B

Other gun positions firing on the same E/A N - BT

Other A/C firing at the same time at the same E/A: A/C Nos. 7065

If E/A was shot down or damaged: Corroborated by:

<u>St. G. 418</u>	A/C No. <u>7065</u>	Position in A/C <u>B</u>
<u>Sgt W. A. BARBER</u>	A/C No. <u>7065</u>	Position in A/C <u>BT</u>
	A/C No. _____	Position in A/C _____

Comments of interrogator:

Board: Probable

INTERROGATOR St. G. 418 Line \_\_\_\_\_

If formation varied widely from standard, show by diagram on back of this sheet.  
In reproducing this form, no changes will be made.

Typed

CONFIDENTIAL

4 B\* A-2. 6(1-8-43)

# COMBAT REPORT

GROUP

DATE

TIME

ALTITUDE

230

DATE

May 19

WHERE ATTACK

TOOK PLACE

N 9 X ul

HEIGHT

18,500

TIME

1529

MARK A/C ATTACKED AND CLOCK POSITION

Our Heading

258

Type of E/A

FW 190

Clock Pos.

Tech

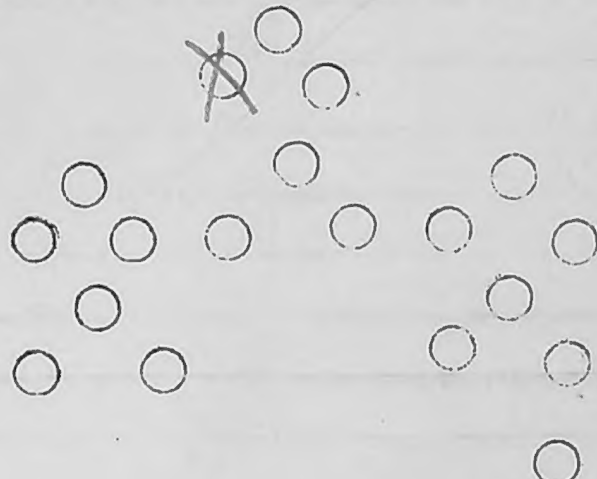
Attack Level

Low

DO NOT

WRITE IN

THIS SPACE



COMPLETE STORY OF THE ATTACK:

attack called out at 7 o'clock and I saw a E/A as it came under the elevator - He was 100 yards below me - as I fired I saw smoke from front part of A/C big stream of black smoke - TG saw this too - E/A went into a straight dive -

Gunner responsible for E/A damage:

MILLER, JA

Position

RW

Other gun positions firing on the same E/A

Other A/C firing at the same time at the same E/A: A/C Nos.

If E/A was shot down or damaged: Corroborated by:

MILAM, E. C.

A/C No.

230

Position in A/C

TG

A/C No.

Position in A/C

A/C No.

Position in A/C

Comments of interrogator:

Board: No claim.

INTERROGATOR

Time

If formation varied widely from standard, show by diagram on back of this sheet. In reproducing this form, no changes will be made.



Illustration Nos.

(vi) 70

(v) 17

TEMPELHOF MARSHALLING YARD, Etc.

FRIEDRICHSTRASSE STATIONS, Etc.

— BERLIN (GERMANY)

— BERLIN (GERMANY)

Illustration Nos.

6 (d) (vi) 70/8

6 (d) (v) 17/6



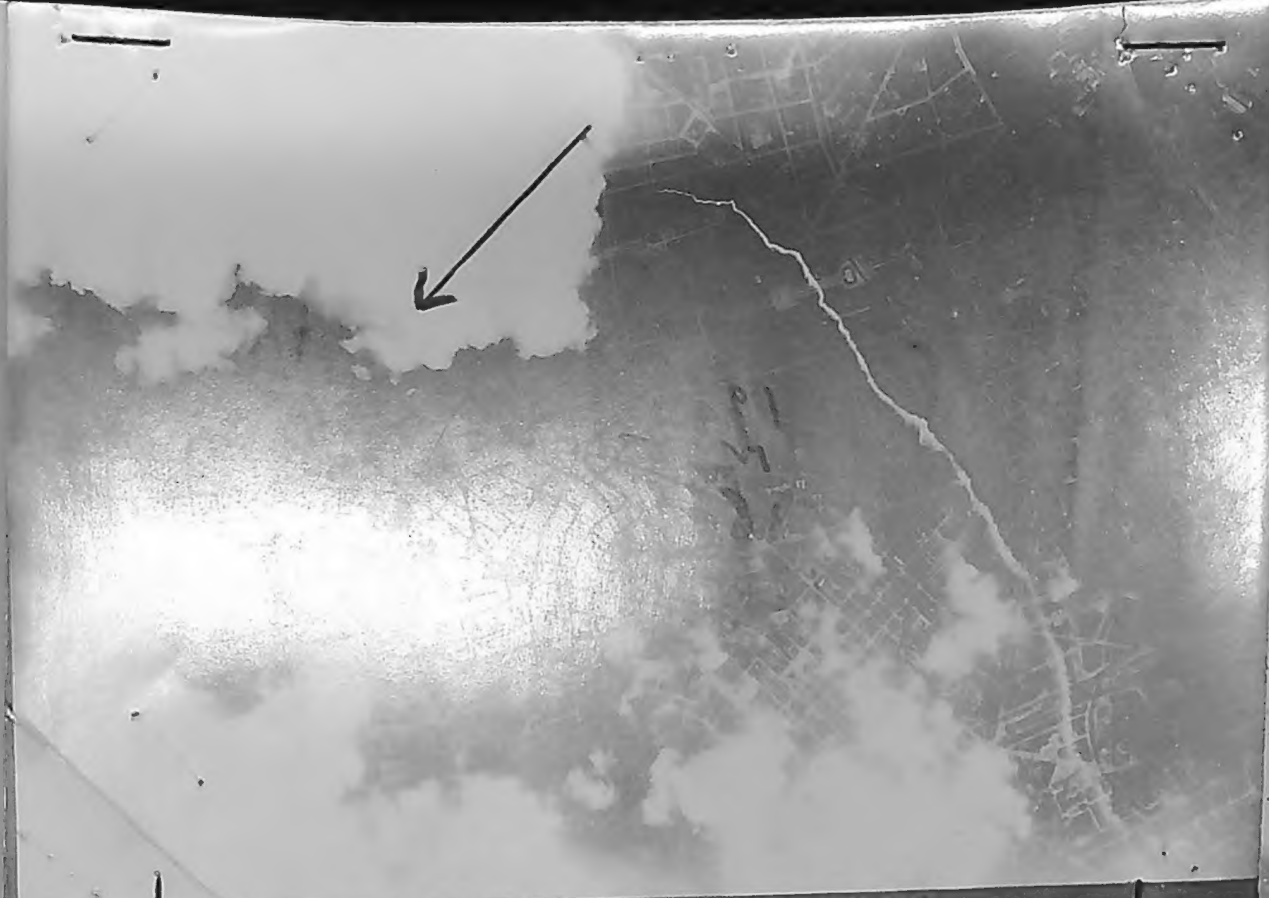
0 500 1000 1500 2000 YARDS  
0 1/2 1 MILE

Photographed 1942

(1 : 32,000) approx.

Issued November 1943





(SAV-100B-509-11)(19-5-44)(1534-7-24300)(BERLIN)



(SAV-100A-512 -9)(19-5-44)(1065-7-24500)(BERLIN)



